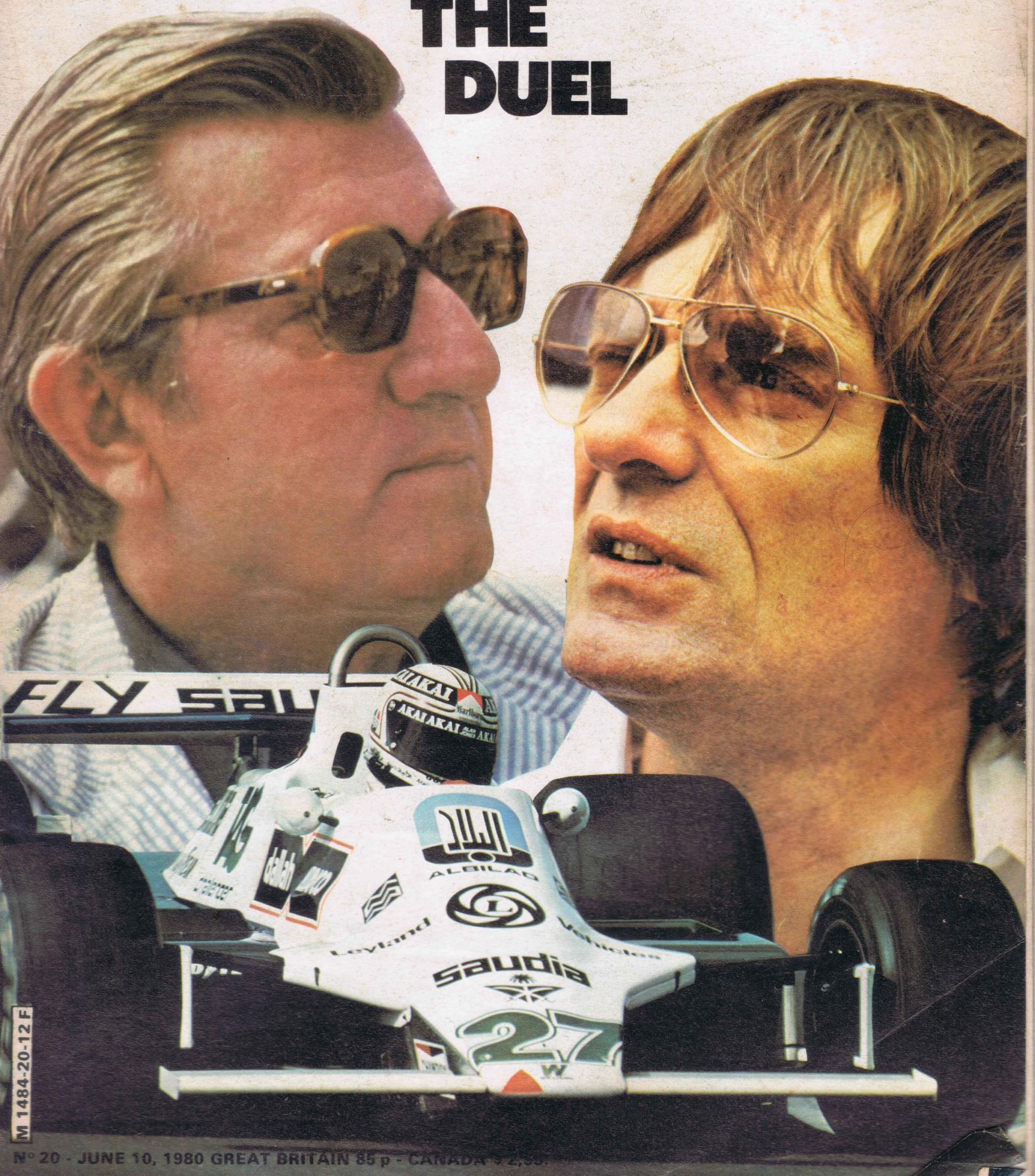
Grand Prix international

SPAIN: THE DUEL



M 1484-20-12 F

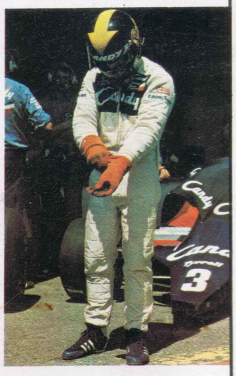
N° 20 - JUNE 10, 1980 GREAT BRITAIN 85 p - CANADA $ 2,50

IN THIS ISSUE

Page 8 : Jean-Marie Balestre and Bernie Ecclestone put their views forward for you the readers, after interviews in Madrid. The two principal protagonists.

Page 12 : A secret war was waged in the Jarama paddock. The future of racing and even Formula One was discussed from motorhome to motorhome.

Page 54 : We talk to Derek Daly. The Irishman has had high and low spots. He explains his personal situation currently, and that of his team.



Page 5 : Jean-Pierre Jarier's viewpoint. **Page 6** : The Jarama paddock. **Page 16** : The Film of the Race. ***Page 18*** : Jarama statistics. **Page 20** : Postcard from Spain. Page 21 : The Spanish Grand Prix in pictures. **Page 42** : The Grand Prix, lap by lap. **Page 46** : Alan Jones, an unrewarded win. **Page 50** : Jarama extra. **Page 56** : Cockpits.

Cover : Balestre versus Ecclestone (photos Bernard Asset/A + P).

Poster : facing : Laffite's Ligier JS 11/15 (photo Winter/A + P) - reverse : Riccardo Patrese's Arrows A3 (photo Winter/A + P).

Grand·Prix international

Nº 21 (FRANCE) WILL BE ON SALE ON JULY 9.

185.000 copies of this issue have been published.

SELF DESTRUCTION

Formula One underwent a severe shake-up in Spain. The question today is whether it is a tempory setback, or whether Formula One is on a downward and self-destructive course. Only when a little good sense or tolerance prevails will the situation improve between now and the French Grand Prix.

Meanwhile, the damage done at Madrid will obviously have a lasting effect, and each team will suffer for different reasons. The nine points that Alan Jones won on the Jarama track - which could well be discounted at a later date - could well be sorely missed by Frank Williams. Teddy Mayer's attitude to the situation displeased Marlboro and that might have serious effects when it comes to renewing the Marlboro McLaren contract next season. Ligier have a strong supporter in Jean-Marie Balestre in their struggle against the French government's anti-tobacco policies. They could well lose that support. Indeed, the uncompromising Balestre could well be out of a job if the situation turns against him. Intransigence is not an advantage in some cases.

There was a certain amount of self-destruction prevalent in Spain. Each party remained proudly - and stupidly - committed to their own ideas. Each party was certain of beating the other, but maybe they should consider that each shot fired could turn out to be a boomerang.

GRAND PRIX INTERNATIONAL LONDON OFFICE : Michel Koenig Group Print House, 24/32 Pottery Lane LONDON WII. Tel. : 01 727 2734/2735. Telex : 21882. DISTRIBUTED BY SEYMOUR PRESS LTD : 334 Brixton Road, London SW9-7AG. Telex : 8812945 Seypress London. CHIEF EDITOR : Eric Bhat. ASSISTANT EDITOR : Bob Constanduros. CONTRIBUTOR : Maurice Hamilton. ARTISTIC DIRECTOR : Marc Tournaire. EDITORIAL SECRETARY : Régis Lacroix. LAY OUT : Michel Marquet. ILLUSTRATIONS : Serge Thomassian, Nicolas Géron, Antonios Stephanakos. PHOTOGRAPHERS : Bernard Asset/A + P, David Winter/A + P, Manou Zurini/SAM, DPPI. Camera Canon. GRAND PRIX INTERNATIONAL is published by S.N.E.P. PUBLISHING DIRECTOR : Michel HOMMELL. ASSISTANT DIRECTOR : Gérard Lips. EDITORIAL ADMINISTRATION : 7, rue de Lille, 75007 Paris. Tél. : 260.34.65. PHOTO SETTING : Girard Graphic, Composcopie. PHOTOGRAVURE : RPM. - DISTRIBUTED IN ITALY by : MESSAGERIE INTERNAZIONALI via M. CONZAGA. 4.20123 Milano. DISTRIBUTED IN GERMANY : WE. Saarbach GmbH 5000 Köln 1. Postfach 10 16 10 Follerstrasse 2. Tel : 0221/244631. Telex : 8881067. DISTRIBUTED in France by : NMPP. Distributed in Belgium by : A.M.P. 103, rue de la Petite-Ile, Brussels. DISTRIBUTED in Argentina, Brazil, South Africa, Canada, U.S.A., Holland, Switzerland, Sweden by : G.I.H. DISTRIBUTED in Spain by : SEGEL. PRINTED IN FRANCE by : SIMA. Commission Paritaire : 61611.

IN THE COCKPIT

Candy

WHAT TYRES IN 1981 ?

AT level crossings in France there's a sign which, translated, warns that one train might be hidden by another. In Formula One, it could be said that the same is true. One crisis currently could well be, taking the limelight from another. In Madrid, everyone was talking about the political wranglings there between Balestre and Ecclestone. They were certainly important, but almost no one spoke of a no less fundamental problem, and one which could have severe repercussions on the world of Formula One : tyres.

Qualifying tyres are a thing of the past. At last. The drivers are happy about that. Now everyone has the same chance in practice. And the tyres aren't disintegrating within four laps.

The banning of qualifying tyres has been talked about for ages, although no one seemed able to find a suitable way of doing it. Finally the tyre companies came to some agreement. The terms laid down in a gentleman's agreement between Goodyear and Michelin finally came into effect at Zolder.

It worked too well. Some sort of problems had to arise. Then Michelin were accused of cheating at Monaco.

Cause or excuse ? Whatever, the Michelin men from Clermont-Ferrand cancelled the agreement that had been in operation in Belgium and Monaco. That's a shame. Now we're back to square one, and that's not very good, a lot worse than it should be.

When I got to Madrid, I found out that the repercussions of this business could be considerably greater than one has been led to imagine. Goodyear are threatening to quit at the end of the year. It may seem amazing, but that's what they're intending to do. Since I began racing in Formula One, they have always been part of the scene. It would be almost as bad if one of the better known teams pulled out.

There are technical reasons why it's bad for motor racing, for Goodyear look after most of the Formula One teams. When it comes to the money invested, they must be considered one of the biggest sponsors of all. If a company like that quit Formula One, it would be very sad, whatever the points against them continuing.

Well, you can't cry over spilt milk. We've got to look to the future, and take into account what's been going on during the last few years. It's obvious that a struggle between two tyre companies doesn't always improve the sport. On the other hand, during the days of Goodyear monopoly in Formula One, some teams were more equal than others. What has to be done is learn from what's been happening and formulate some positive policy for the future.

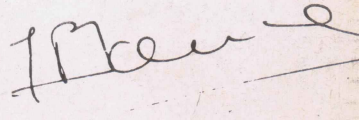
The solution must not only be fair but also simple. My personal answer to the problem is as follows. You ask manufactures to tender for the business. You study what they have to offer, and after testing, you select up to three different types of tyre. Just that one manufacturer will supply tyres for all the Formula One cars.

Basically, I'd prefer there to be but one tyre manufacturer in Formula One. That manufacturer would have to be able to produce and supply the whole field with tyres of equal quality, with very slight differences between the types of tyre. That way practice and race would be fought over in the fairest of ways. By simplifying the tyre situation, you'd also find that there would be economies and the racing would be much fairer.

These ideas aren't as crazy as they might seem. Formula One is a sport. The World Championship is a Drivers' championship, not a tyre championship. Either FOCA or FISA, whichever one is in control, is quite capable of chosing a single tyre supplier. Why not ? We have nothing to gain from a tyre war, especially when it ends up with one of them pulling out. The whole thing would get pretty serious if Michelin then refused to supply tyres to the rest of the field.

If Goodyear do pull out, then I shall be very sorry. But what must then happen is that any new situation is a better one. And that will be a very good moment to start limiting tyre width.

Jean-Pierre Jarier



mirror

WORLD CHAMPIONSHIP

The championship itself has become somewhat vague. The fight at the front has become one between two teams. Their struggle was better than ever in Spain, heightened perhaps by the various repercussions and discussions.
Unfortunately for the sport, the result has been rejected by the sporting body, which means that the teams are back to square one. Now we'll have to wait until the French Grand Prix to see whether Englishman Bernie Ecclestone or Frenchman Jean-Marie Balestre pulls ahead in the World Championship of Strategy.

Jean Marc Andrié

DE VILLOTA : LOCAL MAN

Emilio De Villota normally races in the Aurora championship in England, but he usually tries to take part in his home Grand Prix. In 1977, he finished 13th. The next year he didn't qualify, and was unable to take part last year. Villota is 33 years old, is married and lives in Madrid.

LAMMERS MOVES TO ENSIGN

As Marc Surer is due to return to racing at the French Grand Prix, Jan Lammers finds himself without a drive. The little Dutchman has been doing a sterling job during the past few Grands Prix as replacement driver for Surer for the ATS is obviously working well. However, even though he ran two cars at the start of the season, Gunter Schmidt, the ATS boss, doesn't have the financial means to run two cars, and Lammers can't find the budget. Fortunately for Jan, his good work with ATS hasn't gone unnoticed, and he was due in England at the start of the week following the Spanish Grand Prix to sign a contract with Mo Nunn's Ensign team.

RELIABILITY TROPHY : ARROWS DESERVEDLY

The Castolin-Eutectic trophy for reliability was awarded as usual at the Spanish Grand Prix. This time the Arrows team won with 6 points in front of Williams (5.5), Ensign (5), Lotus (4.5), Fittipaldi (4.5) and Tyrrell (4). Williams still lead overall from Ligier, Brabham and Arrows.

TIMES FOR THE BIG THREE TEAMS

The only cars to go out to practice on Friday morning at Jarama were those from Renault, Ferrari and Alfa Romeo, and then it was only for half an hour. They were also joined by Villota. The times set during this period weren't official but we managed to find out from the teams concerned what their drivers did : Arnoux, 1'13"90 (in five laps) ; Giacomelli, 1'14"63 ; Villeneuve, 1'15"63 ; Scheckter, 1'15"79 ; Villota, 1'17"95 ; Brambilla, 1'17"92 ; Jabouille, 1'18"67 (stopped early with electrical trouble).

TYRE AGREEMENT GOES FLAT

Michelin felt that they were unfairly accused of cheating at Monaco, so the Clermont-Ferrand based manufacturer simply withdrew from their agreement with Goodyear to ban qualifying tyres. Michelin's attitude is all the more easier to understand when you realise that Scheckter and Jabouille suffered from the agreement at Monaco as they had to use tyres that wouldn't last the distance. These tyres were soft enough to get them on to the grid, but not soft enough to last the race.

Goodyear reacted to Michelin's withdrawal by sending a telex to FISA. It said that if the current state of affairs continued, they would withdraw from Formula One at the end of the year. Their current contracts would be honoured but then the American firm would look elsewhere for competition. The Akron-based firm has often made such threats before, but fortunately they've always come to nought. Let's hope it's the same this time.

LAFFITE ON POLE IN PRACTICE

Space has prevented us from including the story of practice in our Film of the Race section, so instead we're going to give you a brief resume of what happened in these pages.

Two Ligiers in front of two Williams and a Brabham: that was the order at the end of the first qualifying session. There was nothing unusual about that. Prost, Zunino, Andretti, Watson and Patrese made up the first ten, which was perhaps more surprising for they were farther up the grid than normal. This was obviously partially due to the absence of the Big Three whose cars would normally figure at least halfway up the grid.

It was hotter the next day. Of the front runners, only Jones improved his time thanks to a better balanced car. The Australian improved from fourth fastest to second quickest at Pironi's expense, banishing the Frenchman to the second row of the grid. Laffite was still on pole position. He set second quickest time of this second session in front of Prost who improved his time but not his grid position, still sixth. Both Lammers and Cheever qualified well, ninth and tenth on the grid. The fact that there were six cars missing still remains valid concerning these two cars, but it was still quite obvious that they'd made a lot of progress during the past few weeks, particularly the Italian team.

As usual, the two Fittipaldis, two Shadows and the Ensign brought up the tail end of the grid. But there were only 22 cars for 24 places on the grid, so everyone qualified.

TIT FOR TAT

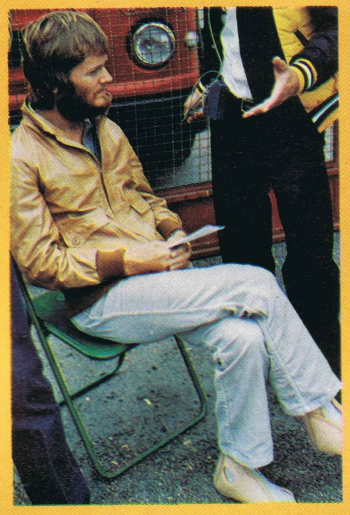
While most of the talk in was Spain of a serious nature, a nice little story came out of the Jarama paddock. Morris Nunn manages to retain his phlegmatic sense of humour, and used it to good effect on reigning World Champion Jody Scheckter.

Someone who's always ready to stretch Mo's patience to its limit is Jody Scheckter. He had more time than usual in Spain to wander around the pits and paddock. He spotted Mo in the pits and the following discussion took place : *« You're wasting your time in Grands Prix, »* mumbled Jody. *« Why don't you go and do something else like Aurora or Formula Two where you'd have a better chance of success ? »*

That was too great a temptation for Mo. Turning to the World Champion, he said, *« I think it would be nice if you were to come and drive for us. After the fantastic job you've done this year of sorting the Ferrari T5, I think you'd be the ideal man to develop our car. »*

SURER RACING IN FRANCE

Marc Surer was back on the racing scene again in Spain, but this time as a spectator for he's still recovering from the severe leg injuries that he received in South Africa. The Swiss driver was walking without crutches but has 14 bolts



in one foot which he says *« is no problem except when I go through security at airports ! »* He hopes to return to racing at the French Grand Prix. He was able to discuss his problems with Depailler, who said that he was now fully recovered. Marc doesn't have a problem pressing his foot down, but sideways movment is still limited. He's working hard on getting fit by cycling and rowing, and is looking forward to getting back into the ATS which is now clearly competitive.

A RACE, A MECHANIC : KENNY SZYMANSKI

***« Milwaukee to Monaco, that's the way I describe my story, »* says Kenny Szymanski, assistant tyre man at Essex Team Lotus. But Kenny's story is much more than how he became interested in racing and the road to a job at Lotus, because Kenny is not permanently employed by the British team. When he's not checking tyre temperatures for Elio de Angelis and Mario Andretti, he's looking after American Airlines passengers as an in-flight steward on the DC10s and 747s which connect the east and west coasts of the USA.**

Kenny was born in Wisconsin 32 years ago, though with his trim build and fresh face he looks much younger. After a visit to the 1960 Indy « 500 », his parents took him to see the Indy cars run in Milwaukee's State Fair Park. He was fascinated, but he was not to see a Grand Prix outside the USA until 1976 *« At Monaco in 1977 I was introduced to Lotus's chief mechanic Bob Dance »*, he recalls. *« At the end of the race I went back to the paddock with him and pitched in. I was bored just sneaking into the pits with nothing to do. I felt I could make some sort of contribution, I wanted to do something.*

« At Long Beach the following year, Bob asked me if I would help the team again at Monaco. They needed some one to help their tyreman, Clive Hicks, and we've been doing the job together ever since. I worked at every other race for the rest of that year. In 1979 I missed only two GPs, and this year the only one I couldn't go to was Brazil. »

Kenny's home is in New York, so he has to rely on the concessionary airline fares that go with his job in order to go racing.

« I pay ten per cent of full price for the tickets, which means I never pay more than $ 100. The total bill last year was $ 877 and the cheapest fare was the $ 1.25 I spent on subway fares en route to my « home » Grand Prix at Watkins Glen. Most of the trip was a free lift in a motorhome. »

Working with his team has been a dream-come-true for Kenny. *« I've always had an allegiance to Lotus... I used to write to them when I was still a kid, pestering them for a job. Of course, having Mario Andretti in the team is really the frosting on the cake for me. There are millions of kids who'd love to work with him. »*

Kenny looks down and studies his hands, black with racing tyre dust. *« Of course, this isn't exactly how I look when I'm working aboard a coast to coast plane ! »*

American Airlines gives him free time in return for extra tough

schedules. After two or three days' solid work, it's often a dark-eyed Szymanski who climbs off one Boeing at New York's Kennedy airport, quickly changes out of his steward's uniform and walks across the tarmac to yet another jumbo on the way to the next Grand Prix. Even in his brief periods at home there's scarcely any free time : as the resident superintendent at the apartment block where he lives, he has the chore of cleaning the lobby every week !

Immediately he arrives at each Grand Prix circuit, Kenny starts work as Clive Hicks's assistant. He is responsible for getting the correct wheels to Goodyear so that fresh tyres can be fitted and inflated, then they have to be taken to the pits in time for the practice sessions. Every time Mario or Elio makes a stop the tyres must be inspected and the pressures checked.

Not surprisingly, racing is the only hobby for which Kenny can find time. This year he's worked out an agreement with Colin Chapman under which he gets a contribution towards his expenses. For the first two years Colin was barking orders at the friendly Yank in his pit, completely unaware that the willing tyreman was a part-timer who paid his own way !

With his sunny disposition and a happy greeting for everyone, Kenny is a popular guy around the Formula One scene. If you happen to be travelling with American Airlines, and you spot an in-flight steward with Goodyear rubber under his fingernails, please don't complain. It's only a determined young man who surmounted the obstacles between a humdrum life and a career as one of the Grand Prix professionals.

Bob CONSTANDUROS

BALESTRE AND ECCLESTO

A confrontation had been simmering for months : it exploded at Jarama. Jean-Marie Balestre and Bernie Ecclestone have been fighting for control of Formula One for almost two years. It seemed essential that we should contrast their opinions of what happened in Spain and its consequences. A simultaneous personal interview being all but impossible, we put the same list of questions to the two Presidents. We spoke to Ecclestone on the afternoon before the race, Balestre two mornings after, following the FIA meeting in Athens. To put it mildly, their replies showed strongly divergent feelings. Were Mr. Balestre and Mr. Ecclestone a pair of eyeballs, it would be difficult to look at them full in the face...

Do you think the 1980 Spanish Grand Prix will count for the World Championship ?

Bernie Ecclestone : I don't see how it's possible for it not to count for the championship. If this race doesn't count for the championship, all the other races that have been held for the last God-knows-how-many-years shouldn't count either, because in every country the body that holds the sporting power is the ASN, the national club. They have reassumed that power here in Spain, under the statutes of the FIA. They have notified the FIA, as they are required to do. They do not have to get the permission of the FIA to do this, and now they are legally the holders of the sporting power. The Spanish Federation has never been informed that certain drivers were suspended. And since the RACE had not been informed of the suspensions, they naturally accepted the licences.

Jean-Marie Balestre : The FIA Bureau at its meeting in Athens on the day after the race declared that it was an illegal event. The points will not count for the World Championship. In Spain, the sporting power was in the hands of the FEA (Spanish Federation) and Senor Baviera. All the decisions taken at Rio were confirmed. the Bureau has reminded everyone that these decisions must be enforced, and has indicated its renewed confidence in FISA and its President. On a personal note I would add that all those who have discussed the possibility of my possible dismissal have confused their wishes with the reality of the situation. They saw a possibility that I might be replaced either by Claude Le Guezec or by Basil Tye. But I was elected to serve until the end of next year, and I intend to present myself as a candidate for a second three-year term of office.

Why did you take such intransigent positions in Madrid ?

BE : Regardless of what country you come from, it is normal legal practice to consider an accused person innocent until he has been proved guilty. What we are arguing about here is the right of appeal against the suspension of the drivers'licences. Most wars and confrontations seem, historically, to have begun over matters of principle.

JMB : Our intention in Madrid, as elsewhere, was to ensure that the rules were observed. Where there is a rule laid down, it must be enforced, and those who contravene it must be punished. I don't call that intransigence : it is a demand for the rule to be respected.

How serious is this crisis for the future of Formula One ?

BE : It's unfortunate that it's happened. But I also think that it was inevitable, because the President of FISA has been doing things that are completely contrary to the regulations and statutes. He hides behind the fact that he has got support from people inside the Federation. And he only has this support because they constitute a puppet government.

But it is wrong to contravene the statutes, even if you can get people to support you, because they like to break the rules when it suits them and not otherwise. I wish you could have heard the conversations we had with Balestre about the licences. It would appear, according to Balestre, that

The Civil War gets under way. During the press conference, Jean-Marie Balestre confirms that he is adamant the drivers' licences aren't valid.

FUNDAMENTAL DIFFERENC

NE FACE TO FACE:

ES

sometimes the rules in the Yellow Book must be followed, yet at other times they are invalid !

The whole dispute arose over the fines imposed after the drivers didn't go to the briefing at the Belgian Grand Prix. Yet the only regulation issued (by FISA) about pre-race briefings wasn't a regulation at all. It was a copy of a press release that was sent in a FIA bulletin which didn't arrive in England until May 19, after the Belgian race had taken place. If you look at the FISA regulations for Monaco, you'll find that they required the drivers to appear 'somewhere in the pit lane' on May 27. That's nine days after the race !

It's no good explaining that it was an administrative error because all of us — constructors and rules makers alike — are supposed to be professionals. We have to be precise : if a rear wing is found to be one millimeter too high, that can mean big trouble for an entrant. It's not too much to expect similar standards from the people who are supposed to be running the sport.

JMB : In my opinion, Formula One is not in danger. We are going to use everything within our power to find a means of continuing the World Championship. Next week, in Paris, we shall be holding a meeting with all the parties involved, namely the organisers, constructors, sponsors and drivers, in order to ensure the viability of the forthcoming Grands Prix. It is, however, true that Formula One has never before faced such a serious crisis. In an activity where money stinks, we must do something to clean it up. Formula One constitutes a peak, accordingly it must remain an example to all.

One gets the impression that throughout this whole affair, the public is suffering.

BE : If the public is suffering, they're suffering in exactly the same way as they were in 1977, before Renault and Alfa Romeo decided to come into Formula One. Everything seemed OK then : the TV people were happy and there were crowds of 120,000 at races like the British Grand Prix.

I think it is reasonable to assume that if Renault decides to leave Formula One, they will quit when it suits them to do so, just as they came when it suited them. The same applies to Alfa Romeo. And if anything unfortunate were to happen to Mr Ferrari — and Fiat decided to pull out — then they will do so. Meanwhile we'll be left with teams like Lotus, which has been supported by Colin Chapman for 25 years, and Tyrrell, McLaren etc. They're the people who entertain the public. You can rely on them because they'll always be there, unlike Ferrari who pulls out from time to time because his cars happen to be uncompetitive.

JMB : The public want to watch a coherent Formula, not an anarchistic show. If they are to be deprived from seeing various cars, that is the fault of FOCA, which has refused to obey the rules. Respect for the rules implies respect for society, of which the spectators form a part.

How do you feel about your opposite number...

BE (interjecting) : No, let's get this clear. Here in Madrid it's the Royal Automobile Club of Spain which is complaining about Mr Balestre. It is not only me that complains about him : everybody complains about him, including the press. The guy appears to be incapable of complying with his own rules. Personal attacks ? No, I don't care about what he says. It doesn't bother me.

JMB : I don't indulge in personal attacks. Accordingly I will not speak about Ecclestone, but about FOCA. I have available for your inspection a list of 24 breaches of the sporting code which have been committed by FOCA in the course of the last three years. That is my complaint. We agree that there should be some body to represent the interests of the constructors, as we do for the drivers. But we insist that each body must stay within the limits, working as part of a team with common objectives. We don't believe that FOCA should be permitted to domineer everything : technical matters, sport and the commercial side. You should know that the FOCA, in Spain, had effectively taken over full control — under contract — of all rights.

On three occasions in two years he have publicly requested FOCA either to respect the statutes or to go off on its own and stage its own championship. FOCA chose to remain : it must therefore obey the rules.

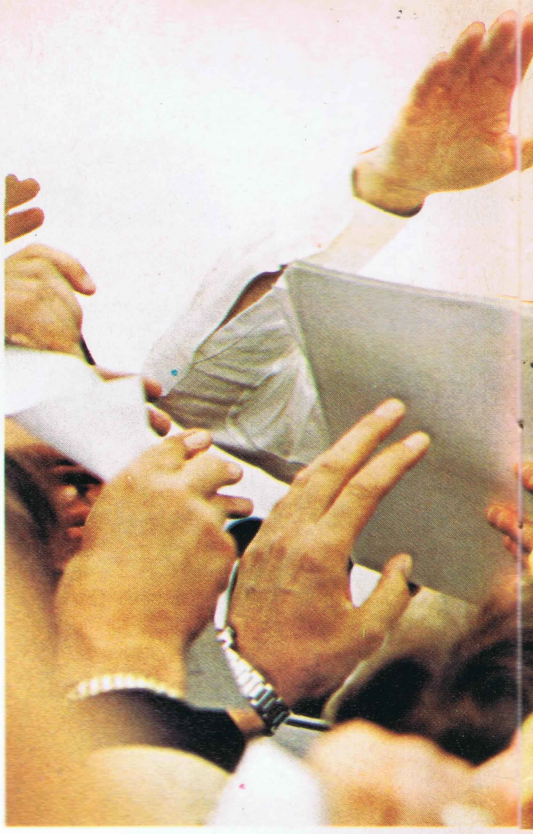
Do you think that the power of FOCA has been diminished by the split that has occurred here between the Ford teams and the non-Ford teams ?

BE : No, not at all. You ask about a split, but today we saw 22 cars practising out there. It's not unreasonable to discount Renault and Alfa because — as I said — nobody knows how long they're going to stay in racing. If Ferrari had been in a competitive position to win championship points, the situation might have been different for them. If I had been in the position of Ferrari at the moment, to be honest with you, and had to face the possibility of Renault being on pole position, closely followed by Alfa Romeo, with my own cars well back on the grid — possibly behind Eddie Cheever's Osella — then I would much rather not have a race.

If I was in the position of Piccinini, and I was the sort of person that he is, I would obviously have done the same as he has done.

I believe that what has happened here has actually strengthened the unity of FOCA. After all, everybody said that Ligier would not support us, yet they stayed with us.

JMB : I believe that FOCA gambled double-or-quits in this business. All the stories they produced in Madrid were bluff. Bernie Ecclestone made it plain during the all-night discussions in Madrid, in front of witnesses, that it would be necessary for him to challenge all the Rio decisions, on a global basis, and in particular the decision about skirts. He consented to sign the form of agreement



that had been prepared, on one condition only : namely that all the Rio decisions be reversed. He said it in front of witnesses. But there was no question of me doing so.

Is it possible, do you think, to organise races outside the international authority ?

BE : Yes, of course it's possible. I would hope that the situation will never arise, but yes, FOCA is prepared to organise races. Maybe we are not the cleverest people in the world, but naturally we have made suitable preparations. And no, I am not prepared to tell you about the details at this moment.

JMB : This is what was proposed to FOCA. Because they wanted to remain within our organisation I was anxious for the situation not to arise. I believe, anyway, that they don't have the means to do it, such a plan lacks credibility. Nobody would go along with them : television, the major media, sponsors. Nor will they be able to find member countries of the FIA who would be prepared to risk expulsion from the FIA in return for letting FOCA use their circuits.

Do you envisage any legal obstacles to stop the organisation of such races ?

BE : As far as France is concerned, and any possible intervention by Mr Balestre with the contract which we have for the French Grand Prix, we are going to have to wait and see what happens. Personally, I wonder exactly how far Balestre's power goes inside France. If he is as powerful as he appears to be, and he is as motivated as he claims to be, I would have thought he wouldn't be grovelling in the dirt with people like us, but would have got himself involved with something much more serious than motor racing. I'm quite sure that there would have been a position for him in the government.

Now the crisis is out in the open. The release that Bernie Ecclestone is distributing announces that the race will take place independent of FISA.

JMB : Motorsport in many countries exists at the behest of the government. A possible Formula One « circus » would still be a form of motorsport. It could not work without government authorisation.

What do you see as being the most satisfactory method of controlling Formula One racing ?

BE : There is no doubt at all in my mind that Mr Balestre is interested purely in the sport, nothing else. And I think that he should concern himself with those aspects of the sport that need him.
Motor racing, like all other major sports in the world today, is a commercial business, and I think it would be good to leave that side of things to other people, those who are interested in commercial matters, and allow it to run directly under the FIA. It would then be left to FISA to control all other sporting aspects of motor racing. We have to face the fact that Formula One is something apart from other types of motor sport. I think that we could quite easily form a group of expert people capable of controlling Formula One on an independent basis.

JMB : What has happened has made it possible, once and for all, to settle matters, and to show that the sporting power — from the top of the pyramid to the bottom — was mutually responsible. The best way to run the sport is by means of the solidarity which unites those people whose task it is to control it.

Do you find it legitimate for a team owner to have control at the same time of Formula One policies ?

BE : It seems to have worked well enough for eight years. What you're trying to ask, I think, is whether or not there is a conflict of interest. There is not, and never has been such a conflict. Nobody has ever complained about it.
The only conflict is that sometimes the Brabham team has had to suffer without me, because basically I'm more a FOCA man than a Brabham man. On reflection, maybe it's better for the team that way !
Nor do we have control of any races. As far as Max Mosley is concerned, he is our legal adviser and the person who looks after little details on our behalf. FOCA is Max and I and Teddy, Ken, Colin and all the other members. The Brazilian race, for example, continues to be run by the Brazilian Confederation ; Hockenheim is run by the A v D. We have a financial interest in some of the races, on the basis of sharing a profit or loss. This started under Mr Ugeux, the former CSI president, when he made us sign a contract to share in this arrangement for seven races. Some of the organisers have since extended the agreement, others have dropped out.

JMB : Absolutely not legitimate. That brings us back to the question of the Rio decisions, where it was ruled that it was incompatible to be entrant and organiser simultaneously. We find it equally incompatible to combine the roles of entrant, organiser and circuit owner, as is the case with FOCA and the Kyalami track. Having said that, your question raises another : for three years the FIA and FISA have been asking to see the statutes of FOCA. We have never been able to get a copy. We don't even know if FOCA exists. The FIA's lawyers have undertaken research in every available area of the British legal system. They have found no trace of the association or company which goes under the name of FOCA. We do not even know the legal identity of our interlocutor. Up to now they were able to lay down the law by saying : « the cars and the drivers, that's FOCA. » But now they are no longer able to lay down the law.

On what terms are you prepared to effect a reconciliation with your opposite number ?

BE : As I explained, I would like to see Formula One racing take place under the supervision of the FIA. As far as the next race, the French Grand Prix is concerned, I see no problems at all. We have a contract with the French Federation which I'm quite sure they will honour, and naturally we'll be there with our cars. There is the question of the drivers'licences, but I understand that there is some possibility of an appeal being heard on June 10. Mr Balestre is a fair-minded sporting man, and there is no doubt in my mind that he will want to find a way to allow some sort of appeal to be made. I truly believe that. I have great faith in Mr Balestre as a sportsman.

JMB : As I have just explained, in the coming days we are going to look into the possibility of ensuring the continuity of the World Championship. We are prepared to show both the greatest possible understanding and the most generous indulgence, both towards the entrants — who have been misled by false information — and to the drivers, who have acted under pressure. Formula One has had its ups and downs in the past 20 years, but it has always made progress. It is now going through a crisis : we are going to overcome it. It has everything it needs to make an extraordinary leap forward. We're going to get it going. In our organisation there is no stick-in-the-mud attitude, nor any misplaced pride. By making concessions on all sides, we are ready to guarantee the success of Formula One.

(interviews by Eric Bhat and Mike Doodson).

THE WAR AMONGST

There was an atmosphere reaching crisis proportions at Jarama, the result of a drama which at times had a dream-like weirdness to it. It wasn't just the Spanish Grand Prix which was at stake, it was also, perhaps, to very future of Formula I itself. The arguments raged between one motorhome and another, tempers mounting as the hours ticked away. Out of the nerve-wracking tension there were even occasional comic incidents.
Within the paddock, there were endless comings and goings. Secrets were whispered in quiet corners ; sometimes quarrels were aired publicly. There were suspicious looks, tempting arguments and the ever-mounting feelings that the sport was balanced between comedy and tragedy. So seriously did Bernie Ecclestone react to what was happening that he acquired a sudden taste for the compagny of journalists. And Jean-Marie Balestre ? Banished to his hotel room, he greeted a party of constructors in his pyjamas, without an appointment. No sooner had they started talking than his bath, forgotten momentarily, overflowed.

The delay continued. Bored and fed up, the mechanics from the Brabham and Williams teams used the deserted track for a game of knockabout soccer.

Unemployed drivers : Villeneuve, Depailler and Giacomelli. Not one of them was to drive his racing car again throughout the weekend.

A strange Grand Prix, illustrated by some unusual photographs. They give an idea of the extraordinary atmosphere which dominated proceedings throughout the three days in Spain. It all started at 10,32 am on Friday, when the first practice session was stopped by the red flag : the motor sporting authority in Spain had just changed hands.

by Eric BHAT

JODY » Scowling, with his head bowed, the Ferrari driver walked onwards. Disappointed that this wretched business had been allowed to swamp the world of Formula 1, he had already been forced to stand around while four practice sessions were run without him. In a few minutes he would be gone. Tonight he would be at home with his wife Pam and his son Toby.
« Oi, Jody ! » came the summons again. It was his buddy Jacques Laffite. Forcing a smile, Jody turned around and spent a few minutes chatting to the Frenchman. Even the clothes they wore were enough clue to their respective loyalties, indicating which of the two sides each found himself supporting. Laffite was still wearing his racing overalls ; but Jody in his off-track casuals was clearly not going to do much driving this weekend.
Laffite had just grabbed pole position. However, it was not something that gave him great pleasure. His respect and admiration for Scheckter was unaffected by the circumstances : like brothers they swapped confidences. *« A pity happened like this, Jody, what a bastard ».* From the bitter inflection in his voice you could almost feel what he wanted to say : the implication was clear. *« You can understand how I feel, »* he seemed to be saying. *« I wish it were simple and straightforward, I wish we'd been able to fight for pole position, I wish that it was recognised by everyone... because we're all drivers together. Pole positions are our business, not bloody politics ».*

THE MOTOR-HOMES

The South African was equally surly : *« it's bad. What a waste of time for everybody here ! »* Jacques gave vent to his feelings : *« it's Balestre's fault. He's acted stupidly, he's been too bloody-minded. Nobody has behaved reasonably in this business. What we needed was some who was prepared to let the race go ahead normally, at any cost ».* Jody glanced upwards, the look of resignation on his face demonstrating the disgust and impatience he felt for a situation that he could hardly believe was now happening.

« Good tennis ! » shouted Laffite as Jody took his leave. The South African couldn't suppress a grin : *« I shall be thinking of you all tomorrow when I tune in to Rolland-Garros on the TV... »* Lafitte feigned jealousy : *« luck, blighter, you get the chance to watch Connors ».*

How did things get into this stupid situation ? Why should Scheckter be leaving the track on the night before a race ? Why would there be no Alfas, no Renaults and no Ferraris on the grid ?

It all began the previous morning, at 10.32, with a red flag. The battle of wits was under way at the very moment that the practice session was called to a halt. In these circumstances, the Spanish GP was no longer being run as a normal race.

SINCE nine o'clock in the morning on this historic Friday in May there had been an important meeting in the red and white Marlboro motorhome. Waiting outside the door, the journalists could not predict what solution would be put forward. The future of Formula One now hung on what was to be done about the notorious briefings which had been largely boycotted by the drivers both at Zolder and Monaco.

In the eyes of many people, it was already un illegal, unauthorised race : anyone who returned to the track now would be dubbed a « dissident ». This was war between FISA and FOCA, an open conflict involving the motor sporting authority and the body that represents the constructors of the cars. It was a grubby duel to the death opposing Jean-Marie Balestre and Bernie Ecclestone, conducted through their nominated intermediaries.

The previous evening, Jean-Marie Balestre had held a stormy press conference in the centre of Madrid. In typically vigorous fashion, he outlined his conviction that the fines should still be paid by the drivers whose licences had been suspended. If they didn't pay, they wouldn't start. There was no way out. Balestre's reply was the result of provocation. Bernie Ecclestone had pulled strings at Zolder and Monaco. He'd recommended his drivers not to attend the briefings, and also recommended them not to pay.

During this press conference, a certain gentleman stood up, absolutely furious. He spoke with conviction and with typical Spanish pride. This was the Marquis Fernando de Cubas, president of the Spanish Royal Automobile Club (RACE), owners of the Jarama circuit.

The Marquis wanted the race to take place under normal circumstances. Over £50,000 had been invested in the race, and RACE were going to split the returns 50-50 with Ecclestone. He was afraid the situation concerning the fines would get worse, so he deposited a sum of money to cover the fines. It was a kind of guarantee. The money was there. The drivers who still had to pay could now start.

But that was far too simple. Balestre would hear nothing of it. He was more interested in defeating FOCA. He would only accept the fines if they were paid by the drivers. And without mincing his words, he told the Marquis as much. The-

The Fittipaldi team settled down comfortably for a long wait.

Team managers talked and talked. Chapman and Ducarouge were on the same side ; Sage held a different view.

At the end of the morning, after long talks, Bernie Ecclestone announced that the Spanish Grand Prix had been saved, now under the organisation of the Spanish Royal Automobile Club.

re was no doubt that the President of FISA had the law on his side; but he was being very stubborn and showing little goodwill. If Bernie wanted war, he could have it.

MOST of the drivers had appealed to their national governing motor sport bodies for the fines to be cancelled, or at least an appeal to be heard. Consequently, they were able to take part anyway, awaiting a tribunal decision. However, when Laffite, Pironi, Jarier and Prost appealed, the Federation Francaise Sport Automobile (president : J.-M. Balestre), rejected the appeal and said they had to pay. Would there be a Grand Prix without them ? Neither Ecclestone nor FOCA were in any doubt about it. Balestre was well aware of the fact. He'd

colleagues from the pits. Elsewhere the team managers sought the best means of attack, considering Balestre's stubborness. Battle had commenced, they had to win.

The second Spanish Civil War started at 10.32 am. Out came the red flag. The practice session was brought to a halt. Bernie Ecclestone made the biggest gamble of his career to date.

The comings and goings of team managers and officials began to increase. The play wasn't very well acted but it was lively. There was a certain amount of magic in the way people arrived, disappeared and reappeared. The Marquis de Cubas made his entry, rushing to and from the Marlboro establishment (FOCA) to the clerk of the course's office where FISA and their allies the organisers were to be

Claude Le Guezec took an active part in the paddock discussions. On Saturday evening, he was being mentioned as a possible successor to Balestre.

A smile but not a convincing one. Fisa's official intermediary, Maurice Belien from Zolder, has just been ejected by Max Mosley.

The Marquis de Cubas (Race) : the race is legal will go ahead as planned.

received a telex from Ecclestone a few days earlier which gave the view that ***« a race without these four drivers won't be a Grand Prix »***. As an aside, we wonder how Bernie manages to consider a Grand Prix without the Renault, Ferrari and Alfa Romeo drivers. But we're getting ahead of ourselves.

In front of the Marlboro hospitality unit on Friday morning, the gathering throng of journalists grew and grew. Gerard Ducarouge stuck his head round the door every so often saying ***« it'll only be another half hour »***. In reality, the discussions continued for another two days and nights.

At ten o'clock that morning, the officials of the Federation Automobile Espagnole (FAE), presided over by Prince de Baviera, opened the track for the first practice session. Villota lowered his visor and started the engine. He was the first out of the pits. Renault, Alfa, Ferrari and the Osella followed.

But all the other cars remained silent and immobile. The drivers watched their

found. As time went by, the Marquis became more flustered. His nostrils flared like some Spanish bull, his determination increased, his nerves were worn away. Perhaps the combination was weakened under pressure from FOCA.

Journalists stamped impatiently like thoroughbred horses. Bernie popped his head out of the door to calm them a little. ***« Take lots of photos of Marlboro. It might help me next year »***. Then later : ***« just hang on another ten minutes »***. It was actually a little longer, but then the journalists needed to prepare for what was coming.

The bomb dropped at midday. The RACE was repossessing its sporting power from the Federation. It would take over the organisation of the even with help from FOCA. Practice would start again at 12.30 pm. ***« The event has been saved »***, said the Marquis with self-satisfaction.

Was it legal ? That was the big question which altered every argument. Each party was certain that it had the right, but no

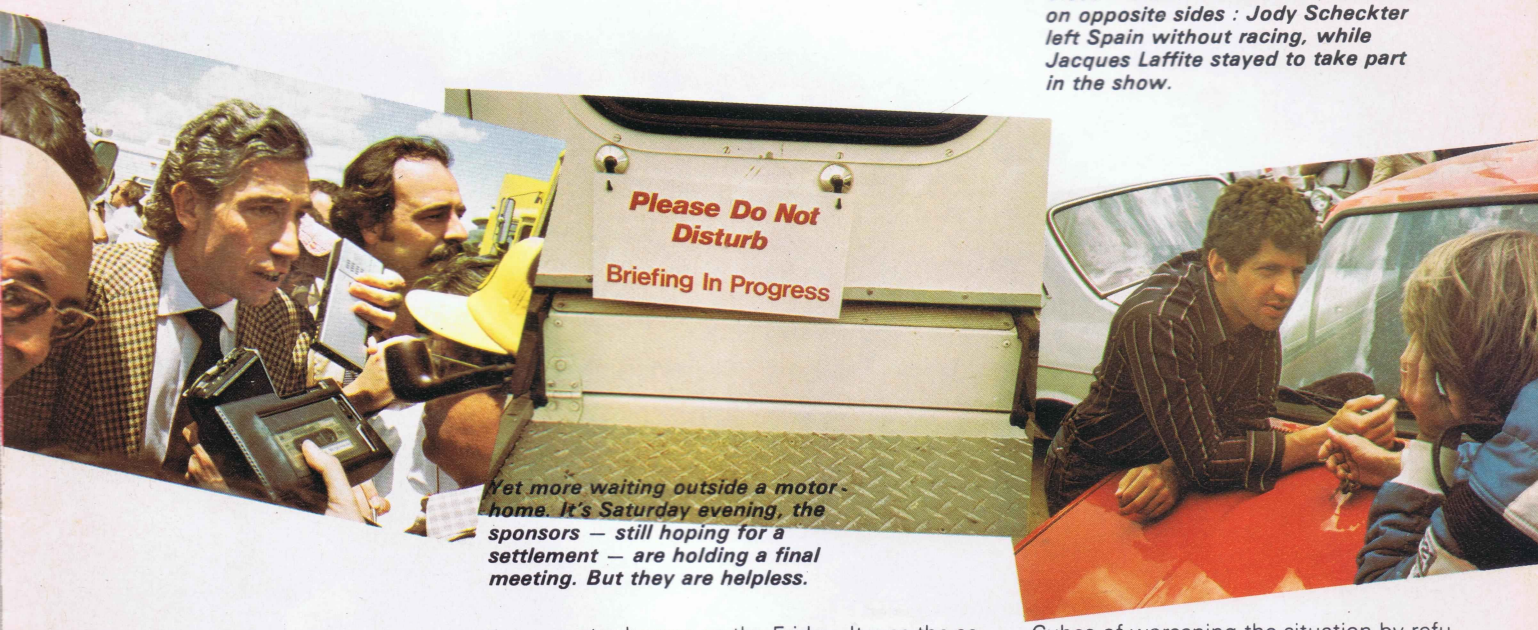
one was in agreement.
The Ecclestone and RACE agreement and decision to allow everyone to race resulted in the start of a war of cessation. People talked of a pirate race, that the split was irreversible, there would be two championships, it was the end of Formula One. As far as most people were concerned, Bernie had out-manœuvred Balestre. He was made fun of publicly. Worse, Bernie seemed to ignore him altogether, and the body he represents.
It wasn't long before the big three constructors reacted in their own way. This time the Renault motor home was the scene of the meeting. Renault, Ferrari and Alfa Romeo quickly came to the decision that they would only take part if the race was organised under the overall authority of FISA.

the World Championship. As they moved from meeting to meeting, Bernie Ecclestone and his assistant Max Mosley worked hard to convince their members that they were in the right. There were various other points to consider too. It seems Bernie even assured his FOCA partners that he would not use the turbo engine if they voted against it. Another rumour, on the other hand, was that Bernie had promised Guy Ligier that he would help him obtain BMW turbo engines. These stories are contradictory, but there's no smoke without fire.
Frank Williams summed up the contempt the constructors felt for Balestre. *« We've got the cars, »* he said. *« The RACE has the circuit. All Balestre has got is an armband to put around his arm ».*
There was a lot more discussion in the

pretation. I'm a lawyer, and we've consulted a lot of very distinguished lawyers here. They could'nt be better qualified ».
— So why aren't the Big Three out on the track ?
« Because Marco Piccinini, competitions director, is sufficiently intelligent to stop them. Ferrari's doesn't want Renault to be World Champions, and he doesn't want to see his car on the ninth row of the grid when Renault and Alfa are on the first three rows. That's why doesn't want them to race ».
Renault's sporting director Jean Sage, refuted that argument instantly. *« At no time during our discussions was there the slightest aggravation between the three teams ».*
Each party stood firm. The Big Three wouldn't budge, publicly accusing de

The Prince of Baviera (Spanish Federation) five minutes later : « the race is illegal because the sporting authority still belongs to us ».

Close friends who found themselves on opposite sides : Jody Scheckter left Spain without racing, while Jacques Laffite stayed to take part in the show.



Yet more waiting outside a motor-home. It's Saturday evening, the sponsors — still hoping for a settlement — are holding a final meeting. But they are helpless.

THE shock passed, it was now time to analyse the situation. On one hand, you had FOCA. On the other, there was FISA. Stuck in the middle were the Spaniards. The Federation, whose powers had just been brusquely reclaimed by RACE, obviously supported Balestre. RACE themselves were obviously on the side of FOCA.
Were RACE entitled, legally, to reclaim the powers of their Federation ? According to the three big constructors, the answer to that was no. On Friday evening, the team managers from these teams went to see Balestre at his hotel, the Villa Magna. He had spent the day there after RACE pointed out that his presence at the track was no longer required. It was during this discussion with the three constructors plus Osella that the saga of the bath occured. But the FISA president was adamant. The race was illegal.
As far as the constructors on FOCA's side were concerned, the race was legal and the Spanish Grand Prix would count fort

motor homes on the Friday. It was the same again the next day, but at least it was in an effort to solve a situation which was doing everyone harm. FOCA's aim was to convince the Big Three to go out and race. Their aim was to try and get the Marquis de Cubas to return the sporting authority to the Federation. The Marquis had to fend off attacks from all sides concerning illegality, starting with the paper that he was being asked to sign which would return the authority to the FEA. The Big Three were pushing him, FOCA was trying to stop him. It was ridiculous.

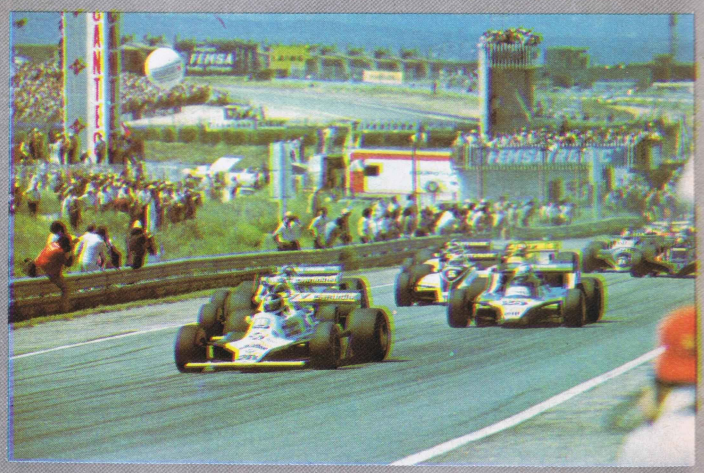
But why did FOCA think that they were in the right and legal ? Max Mosley explains : *« according to the sporting code, the RACE has the right to reclaim the sporting authority delegated to the FEA. It's covered by article 6 in the Yellow Book ».*
But both FISA and FEA themselves reckon that's not possible. Were there two different sporting codes in Jarama ? *« There's only one code »,* said Max Mosley. *« It's simply a question of inter-*

Cubas of worsening the situation by refusing to return the sporting authority which they considered he'd illegally appropriated. FOCA were equally adamant, throwing Maurice Belien out of the circuit. Belien was the FISA representative in Spain. De Cubas was just as adamant, proudly retaining the sporting authority to which he considered he had the right.

So there seemed to be no solution. The sponsors were surprisingly silent until Saturday afternoon, but then they came near to finding a solution. Messrs Guiter (ELF) and Buzzi (Marlboro) spoke up against the team managers, but by that time it was too late. Renault, Ferrari and Alfa had packed up.
So the race took place without them, more a FOCA show perhaps than a Grand Prix. Is that why Bernie Ecclestone stayed to the end of the race even though his cars had retired, so as to comment to various journalists, *« good race, eh ? Did you enjoy it ? ».* □

THE FILM OF THE RACE

The Spanish Grand Prix — if it deserves that title — turned out to be a race for Formula Super Super Fords, for all the cars were fitted with Cosworth's well-known V8. Furthermore, every car was fitted with Goodyear tyres which made it a rather restricted Formula One. The first ten laps were fantastic with the first five chasing one another inches apart. But then came the retirements. Jones was the only survivor from the leading bunch, and only six cars crossed the finishing line.

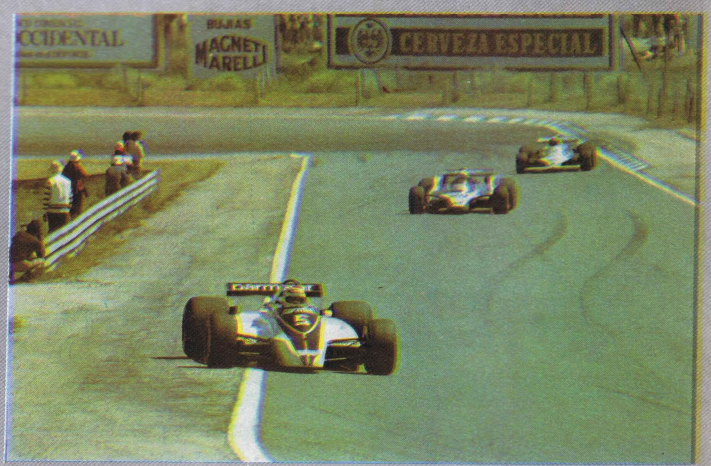


1 →

1. The start of the FOCA race : Reutemann has tremendous start and overtakes Laffite and Jones.

4 →

4 - The race loses its leaders. Reutemann and Laffite crash when overtaking Villota on the 36th lap.



5 →

5 - Piquet takes the lead, pushed hard by Pironi and Jones.

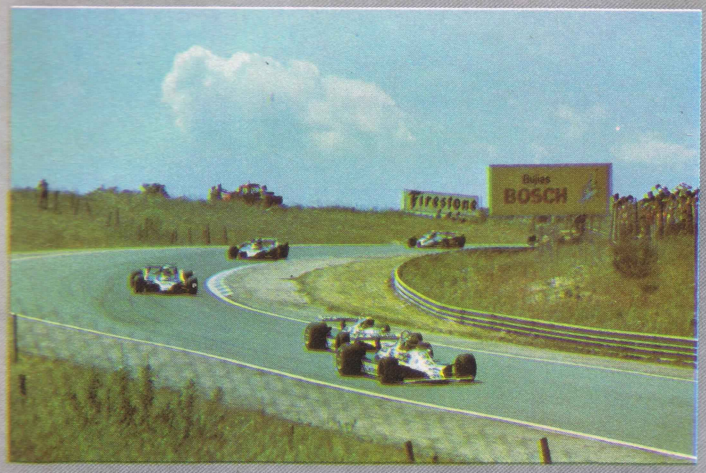
CARLOS REUTEMANN had a tremendous start. He flew down the outside overtaking Jones and Laffite and shot into the first corner in the lead. Poleman Laffite made a bad start which allowed Pironi to pass before the first corner. One of the first to suffer in the race was Alain Prost who was quickly swallowed up by the pack and retired after five laps with a broken engine.

The first five quickly opened up a gap to the others. There was a tremendous battle between Reutemann, Jones, Pironi, Laffite and Piquet, all of them a few inches apart. Lammers came next, unchallenged, followed by a bunch composed of Zunino, Andretti, Cheever, Patrèse, Mass. Then came the three cars of Watson, Daly and De Angelis. Bringing up the tail end of the field were Lees, Rosberg, Fittipaldi, Jarier and Gaillard.

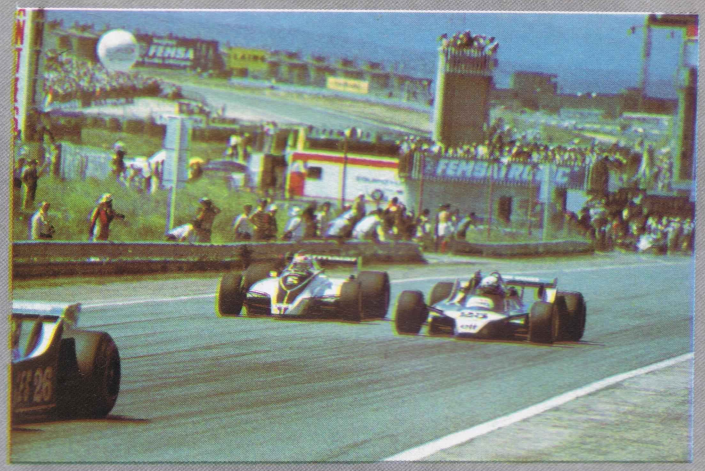
But it was the battle at the front of the field that held attention. Laffite was the man to watch. He overtook Pironi on the second lap and sat right behind Jones's rear wing. The Australian was only three or four lengths behind teammate Reutemann. But Jones slid wide at the penultimate corner on the 13th lap, allowing Laffite, Piquet and Pironi to pass. The Brabham had overtaken the second Ligier three laps earlier. So the order changed to Reutemann leading Laffite, Piquet, Pironi and

There seemed to be a curse on any leader.

Only Jones survived.



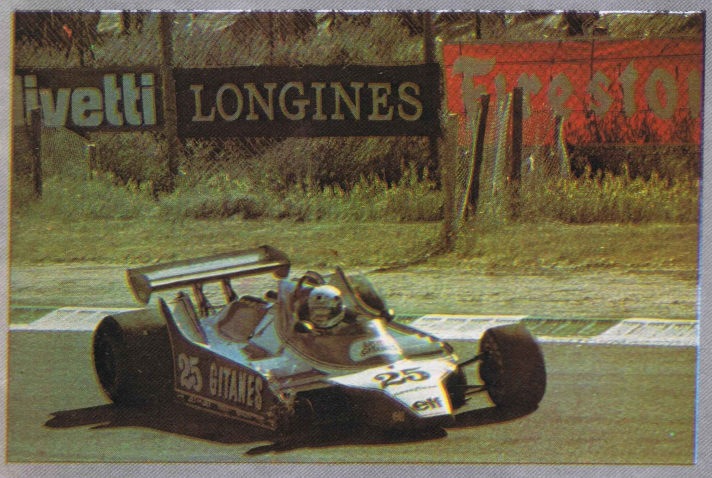
2 →



3 →

2 - The order during the early laps : Reutemann leads Jones, Pironi, Laffite, Piquet and Lammers.

3 - The leading positions change to Pironi's disadvantage. First Laffite and then Piquet passes the second Ligier driver on the tenth lap.



6 →

7 →

6 - The Brazilian retires, so this time it's Pironi who leads but he too has bad luck. A wheel declares UDI and the Ligier is out of the race on the 66th lap.

7 - Jones is the only survivor of the leading bunch. He cross the finishing line ahead of Mass and De Angelis.

Jones, the latter having dropped back a few lengths.
Within three laps, Laffite had caught right up to Reutemann's rear wheels. The two cars were inches apart. Jacques made sure his car's nose was all Carlos could see in his mirrors. And that's the way it stayed right up to the 35th lap, almost half-distance. But then came the accident which robbed the race of its leaders. Reutemann and Laffite came up to lap Villota for the second time. The Argentine passed on the left hand side. The Frenchman tried to get by on the right. The latter hit the Spaniard's car, then the barrier and then came across the track and hit Reutemann's Williams, the two of them ending up in the Armco.
That left Piquet in the lead in front of Pironi and Jones who were now fighting for second place. Cheever was fourth in front of Zunino and Mass, followed by Watson, De Angelis, and Jarier.
Zunino, who had never been so well placed before, dropped out of his fourth place on the 36th lap, which allowed Cheever to pick up one place. But the Osella was in trouble and was caught by Mass's Arrows which got by on the 48th lap. The German didn't take over fourth place but third for Piquet had dropped out on the 43rd lap with a broken gearbox. It seemed that there was a curse on any leader, and one wondered what was in store for Pironi. He didn't last long either. He was almost certain of victory for Jones had dropped back considerably. But on the 66th lap, it was Pironi's turn to retire when a wheel came off his car. So Jones took over the lead in front of Mass, but the leader was going so slowly that it was questionable whether his car was going to last. But the Williams did last, in spite of gearbox and tyre trouble, and a high water temperature. He crossed the line in front of Mass, De Angelis, Jarier, Fittipaldi and Gaillard, the only survivors.
Eddie Cheever was as unlucky as the leaders and lost the third place when a driveshaft broke.

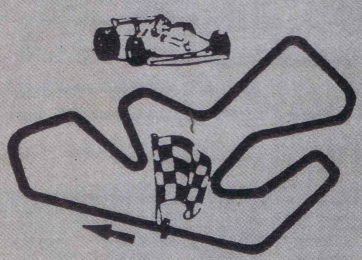
Jarama statistics

Date : June 1, 1980
Circuit length : 2.115 miles
Race distance : 80 laps. 169.211 miles
Conditions : hot and sunny
Attendance : 68.294 spectators.

THE RECORD

(last five races)

1975 : Mass (Mc Laren M23)
1976 : Lauda (Ferrari 312 T2)
1977 : Andretti (Lotus 78)
1978 : Andretti (Lotus 79)
1979 : Depailler (Ligier JS 11)



STARTING GRID

LAFFITE Ligier JS 11/15 1'12"64	**JONES** Williams FW07/B 1'13"02
PIRONI Ligier JS 11/15 1'13"03	**REUTEMANN** Williams FW07/B 1'13"27
PIQUET Brabham BT 49 1'13"60	**PROST** Mc Laren M29/B 1'13"63
ZUNINO Brabham BT 49 1'14"18	**ANDRETTI** Lotus 81 1'14"24
LAMMERS ATS D4 1'14"42	**CHEEVER** Osella FA1 1'14"42
PATRESE Arrows A3 1'14"43	**WATSON** Mc Laren M29/B 1'14"57
DE ANGELIS Lotus 81 1'14"58	**MASS** Arrows A3 1'14"80
JARIER Tyrrell 010 1'14"82	**DALY** Tyrrell 010 1'14"96
DE VILLOTA Williams FW07 1'15"04	**ROSBERG** Fittipaldi F7 1'15"10
FITTIPALDI Fittipaldi F7 1'15"17	**LEES** Theodore DN12 1'15"70
GAILLARD Ensign MN 180 1'15"95	**KENNEDY** Theodore DN12 1'16"44

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning	Sunday morning
LAFFITE	1'13"537	1'13"81	1'15"336
JONES	1'14"498	1'13"67	1'15"541
PIRONI	1'12"843	1'14"74	1'15"632
REUTEMANN	1'14"142	1'13"89	1'15"373
PIQUET	1'14"370	1'15"54	1'15"999
PROST	1'14"651	1'13"93	1'16"044
ZUNINO	1'15"111	1'15"81	1'16"330
ANDRETTI	1'14"930	1'13"90	1'17"170
LAMMERS	1'17"288	1'14"52	1'16"589
CHEEVER	—	1'15"99	1'16"370
PATRESE	1'17"839	1'14"36	1'16"973
WATSON	1'15"081	1'14"53	1'17"149
DE ANGELIS	1'15"369	1'14"43	1'17"490
MASS	1'15"950	1'14"80	1'17"500
JARIER	1'15"609	1'14"46	1'16"830
DALY	1'15"979	1'15"54	1'17"110
DE VILLOTA	1'15"612	1'17"49	1'18"096
ROSBERG	1'16"654	1'17"28	1'16"706
FITTIPALDI	1'17"198	1'15"56	1'17"804
LEES	1'18"044	1'15"59	—
GAILLARD	1'17"627	1'17"25	—
KENNEDY	1'19"637	1'16"49	—

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
LAFFITE	1'12"647	1'13"170
JONES	1'13"583	1'13"021
PIRONI	1'13"034	1'13"768
REUTEMANN	1'13"270	1'13"765
PIQUET	1'13"604	1'13"875
PROST	1'14"036	1'13"631
ZUNINO	1'14"180	1'15"207
ANDRETTI	1'14"249	1'14"505
LAMMERS	1'14"795	1'14"420
CHEEVER	—	1'14"424
PATRESE	1'14"787	1'14"437
WATSON	1'14"579	1'14"692
DE ANGELIS	1'15"138	1'14"583
MASS	1'14"805	1'15"383
JARIER	1'14"820	1'15"002
DALY	1'14"965	1'15"331
DE VILLOTA	1'15"046	1'15"279
ROSBERG	1'15"104	1'15"414
FITTIPALDI	1'15"365	1'15"172
LEES	1'16"819	1'15"708
GAILLARD	1'16"868	1'15"959
KENNEDY	1'16"673	1'16"446

PIT STOPS AND RETIREMENTS

Kennedy : crashed 2cnd lap.
Prost : retired 5th lap, engine.
Villota : changed tyres 6th lap, crashed with Laffite 36th lap.
Rosberg : crashed 11th lap.
Daly : crashed 13th lap.
Lammers : stopped 15th lap, electrical trouble, retired 30th lap, gearbox.
Patrese : stopped 25th lap, brakes, retired 30th lap, gearbox.
Andretti : retired 29th lap, broken gearbox.
Laffite : accident with Villota and Reutemann, 36th lap.
Reutemann : accident with Laffite, 36th lap.
Zunino : retired 37th lap, gear linkage.
Lees : retired 42cnd lap, broken suspension.
Piquet : retired 43rd lap, broken gearbox.
Watson : retired following accident with Gaillard, 50th lap.
Gaillard : stopped for new rear wing, 50th lap, following accident with Watson.
Pironi : retired 66th lap when front right wheel fell off.
Cheever : retired 68th lap, broken driveshaft.

At the time of going to press, the provisional World Championship table and the Constructors Cup was identical to that following Monaco (see GP International n° 19).

RESULTS

		80 laps in 1h43'14"076
1. JONES	William FW07/B	(95.689 mph)
2. MASS	Arrows A3	50"940 behind
3. DE ANGELIS	Lotus 81	1'12"275 behind
4. JARIER	Tyrrell 010	one lap behind
5. FITTIPALDI	Fittipaldi F7	one lap behind
6. GAILLARD	Ensign MN180	five laps behind
7. CHEEVER	Osella FA1	13 laps behind *
8. PIRONI	Ligier JS 11/15	15 laps behind *

* Not running at finish.
Fastest lap : Jones, 1'15"467, 98.173 mph **(Record).**

THEIR FASTEST RACE LAPS

	Time	Lap N°
Jones	1'15"467	44
Mass	1'17"102	23
De Angelis	1'16"928	42
Jarier	1'17"275	21
Fittipaldi	1'17"934	47
Gaillard	1'18"470	24
Cheever	1'17"355	45
Pironi	1'15"605	58
Watson	1'16"832	44
Piquet	1'15"869	41
Lees	1'17"835	27
Reutemann	1'15"683	28
Laffite	1'15"666	28
Zunino	1'17"271	20
De Villota	1'19"577	8
Patrese	1'17"280	22
Andretti	1'17"622	6
Lammers	1'17"072	21
Daly	1'17"663	11
Rosberg	1'18"244	10
Prost	1'18"114	4
Kennedy	1'33"798	1

Subscription coupon
to be cut our or copied

Name _____

Christian name _____

Address _____

Country _____

I wish to subscribe for 12 numbers : ENGLAND £ 10, CANADA CDN $ 35, USA $ 30

Version required : ☐ **English** ☐ **German** ☐ **Italian** ☐ **French**

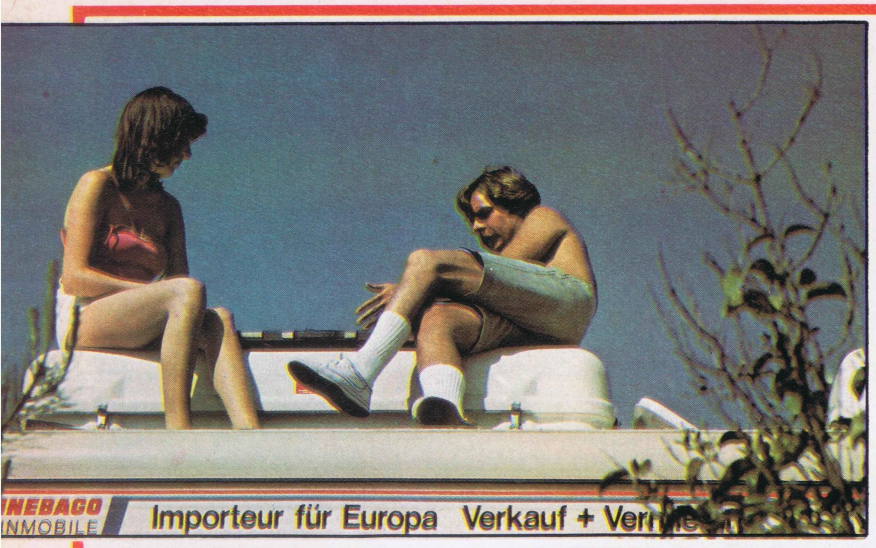
II enclose my remittance by cheque or money order

GRAND PRIX International - Group Print House 24/32 - Pottery Lane London W11

Subscriptions arriving after one Grand Prix only take effect for the following Grand Prix.

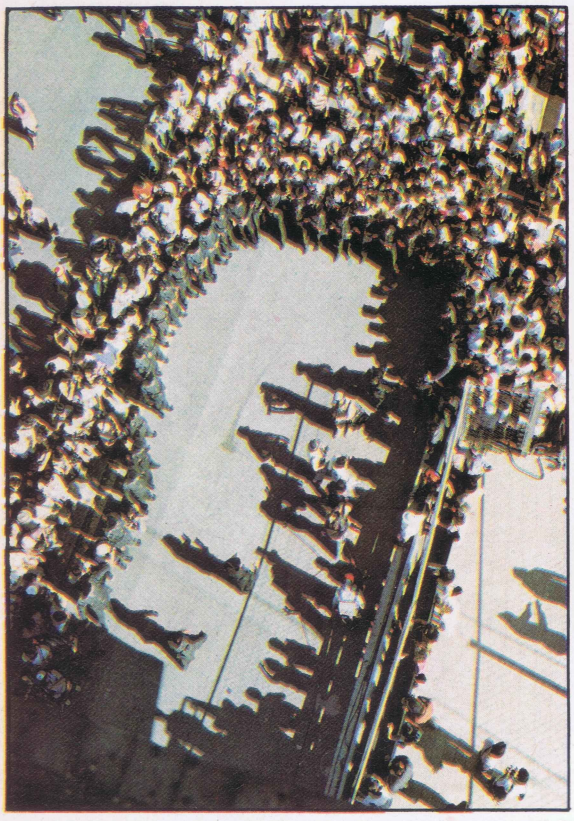
Foreign subscription rates on request

Postcard from Jarama



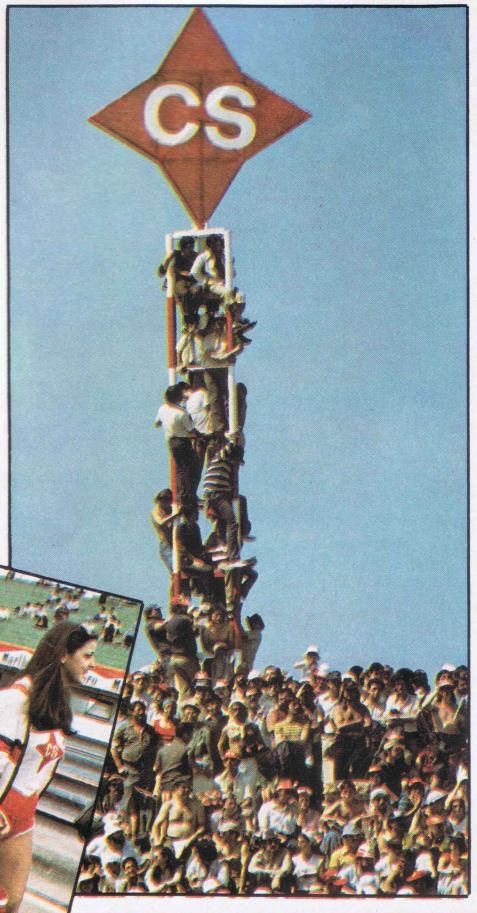
Life is hard for Keke. Sun, an attractive friend, a game of backgammon. What more could one wish for ? A good car perhaps.

Churns of milk in the dairy ? No, wheels stacked in the paddock.



Anything for a better view.

A black barrier of local police hats to greet winner Alan Jones. If nothing else, the Australian had a good reception from the Spanish crowd.



The charge of the light brigade.

JARAMA IN PICTURES

1 - When drivers begin to look like insects ! Emerson Fittipaldi hopes to fly in his new car, but for the moment, he has to be content with mid-field placings.

2 - Reutemann deserved another fine result, but his accident with Laffite did nothing but leave him with a sour taste in his mouth.

3 - Success seems to be avoiding Jan Lammers. For some races now, he and his ATS have been front runners, yet such promise has never been fulfilled.

4 - Brabham's BT 49 was again competitive. At once time, Piquet led but then he too retired like so many others.

5 - 6 - 7 : Reutemann, Piquet and Pironi, three successive leaders, three possible winners but three retirements, leaving Jones to win.

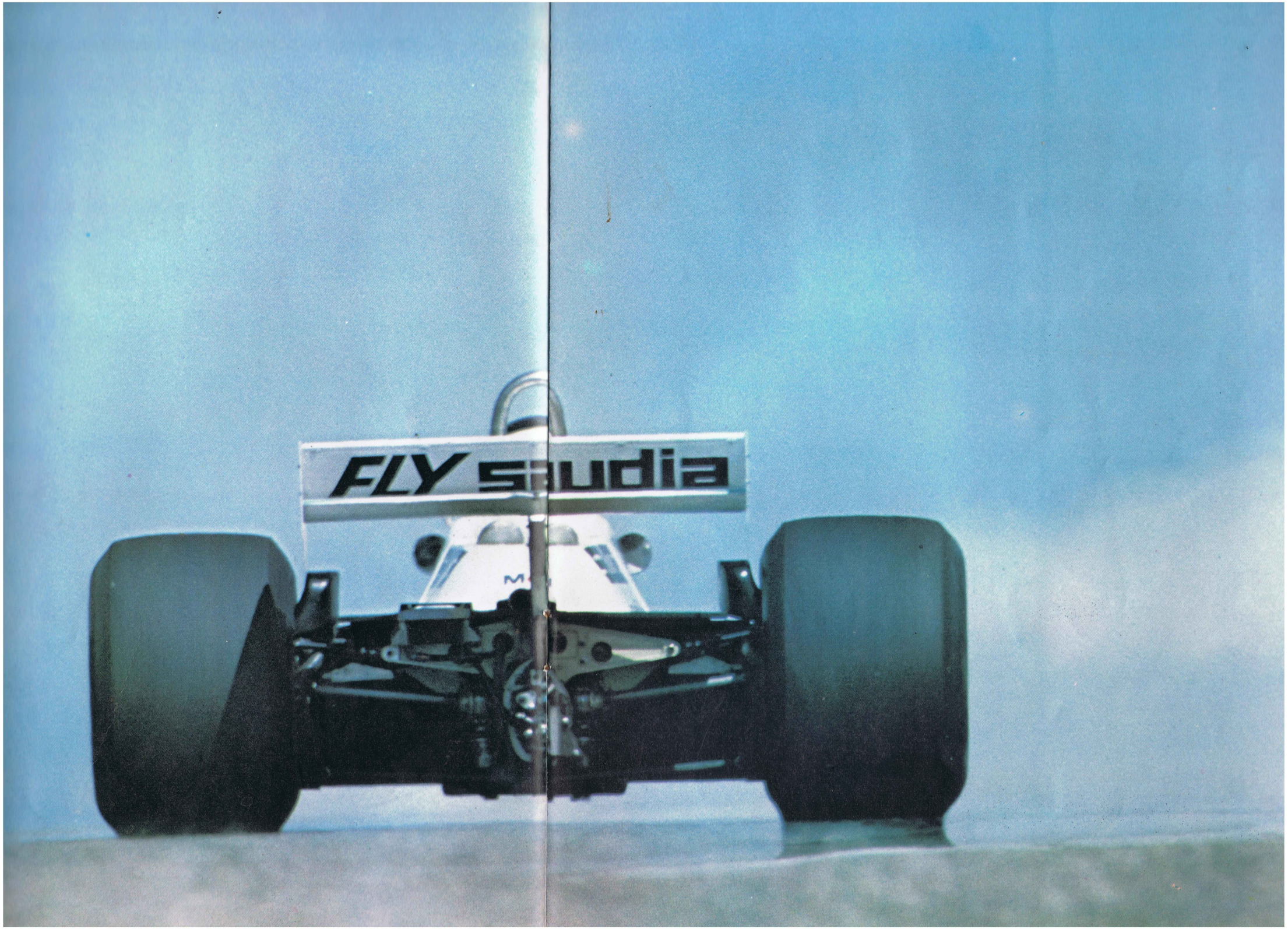
8 - A top six position for Jean-Pierre Jarier, in spite of never overtaking anyone. The car didn't handle well either : « it was as though I was driving on ice ».

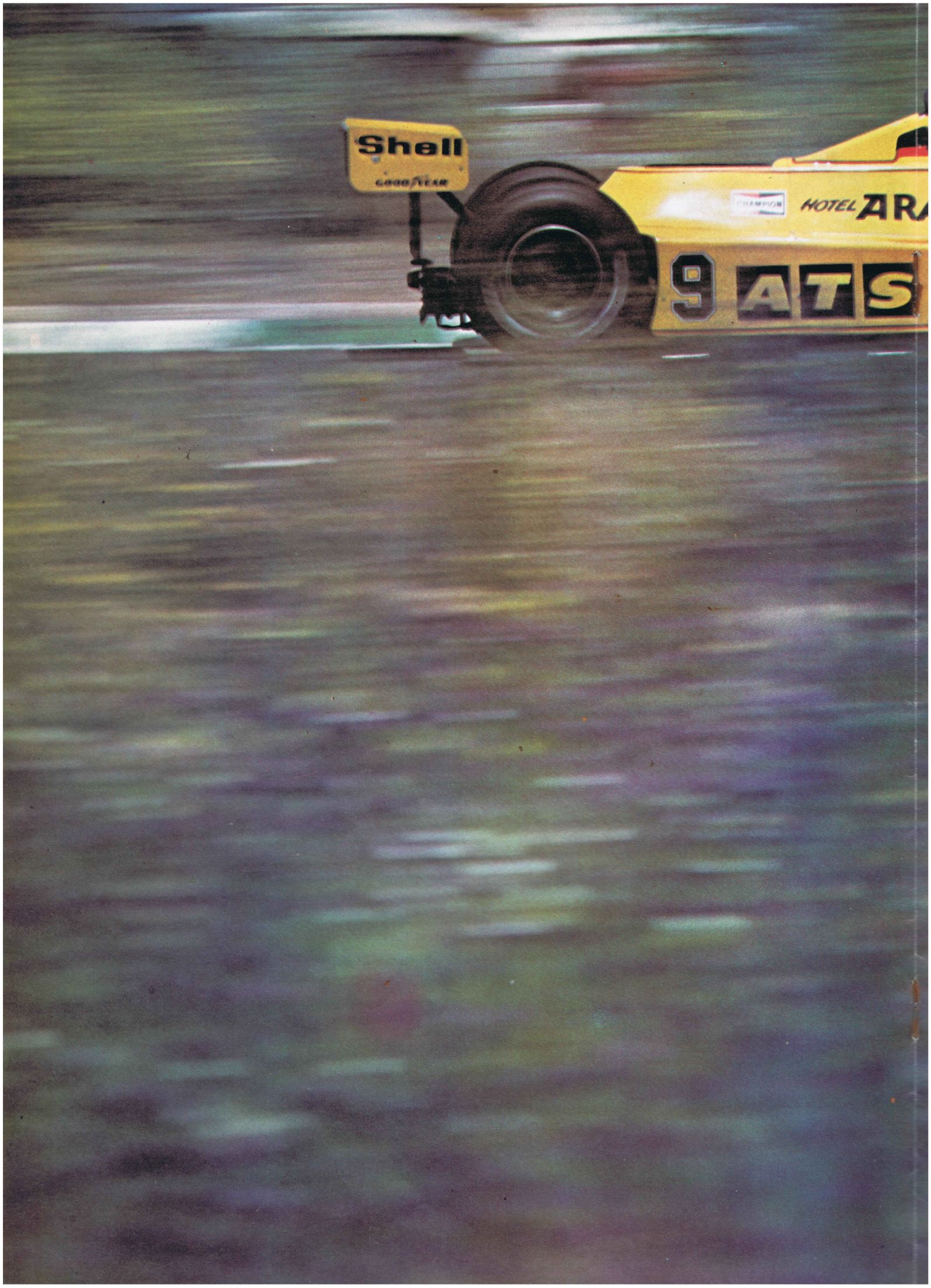
9 - The Grand Prix, lap by lap.

10 - A superb result for Jochen Mass, He finished second after a steady and faultless drive. It proved to be even better rewarded than Monaco where he finished fourth.

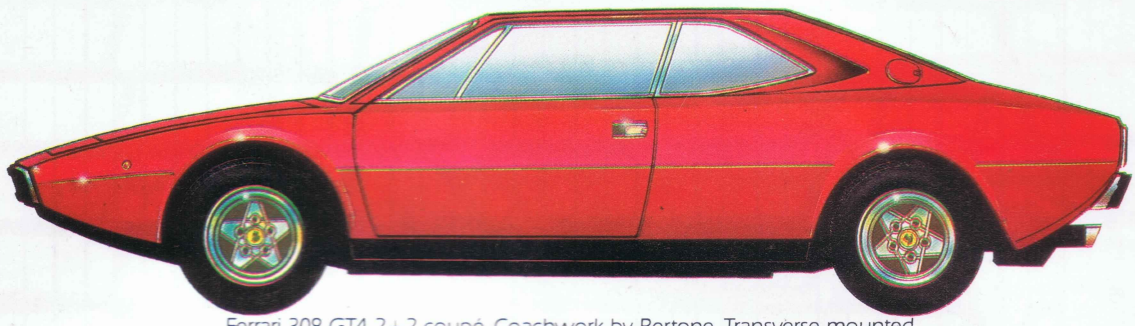
1			5	6	7
2			8		
3			9		
4				10	

SKOL

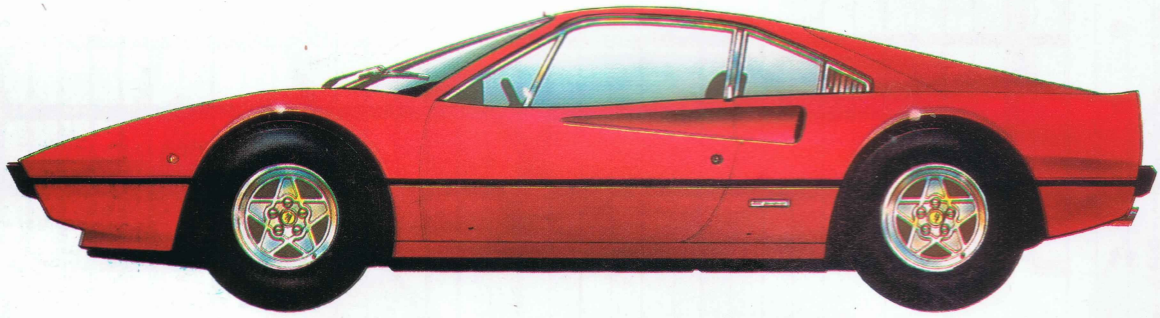

FLY saudia


Shell
GOODYEAR
CHAMPION
HOTEL
9
ATS

Road Winners

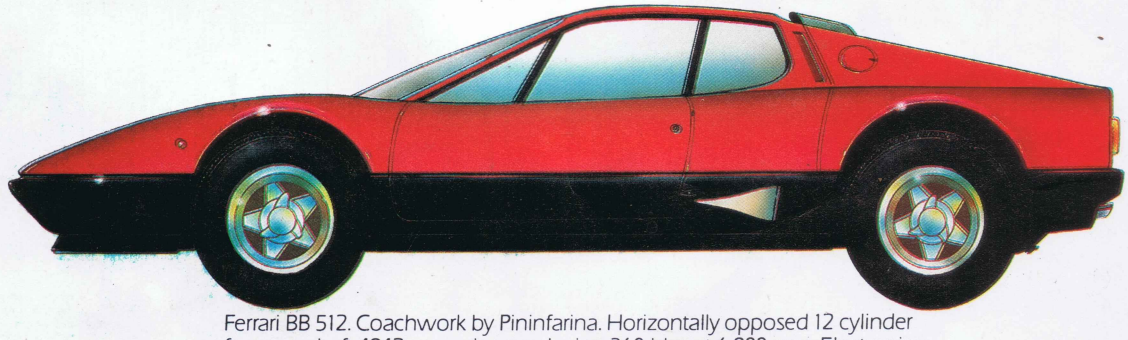


Ferrari 308 GT4 2+2 coupé. Coachwork by Bertone. Transverse mounted 90° 2926 cc four overhead camshaft V8 engine producing 255 bhp at 7,600 rpm.



Ferrari 308 GTB/GTS. Coachwork by Pininfarina. Engine as 308 GT4 model. 308 GTS model also available with removable roof.

Ferrari 400i automatic. Coachwork by Pininfarina. 4823 cc four overhead camshaft V12 engine, fitted with Bosch fuel injection. Also available with 5 speed all synchromesh manual transmission.



Ferrari BB 512. Coachwork by Pininfarina. Horizontally opposed 12 cylinder four camshaft 4942 cc engine producing 360 bhp at 6,800 rpm. Electronic ignition. Dry sump lubrication.

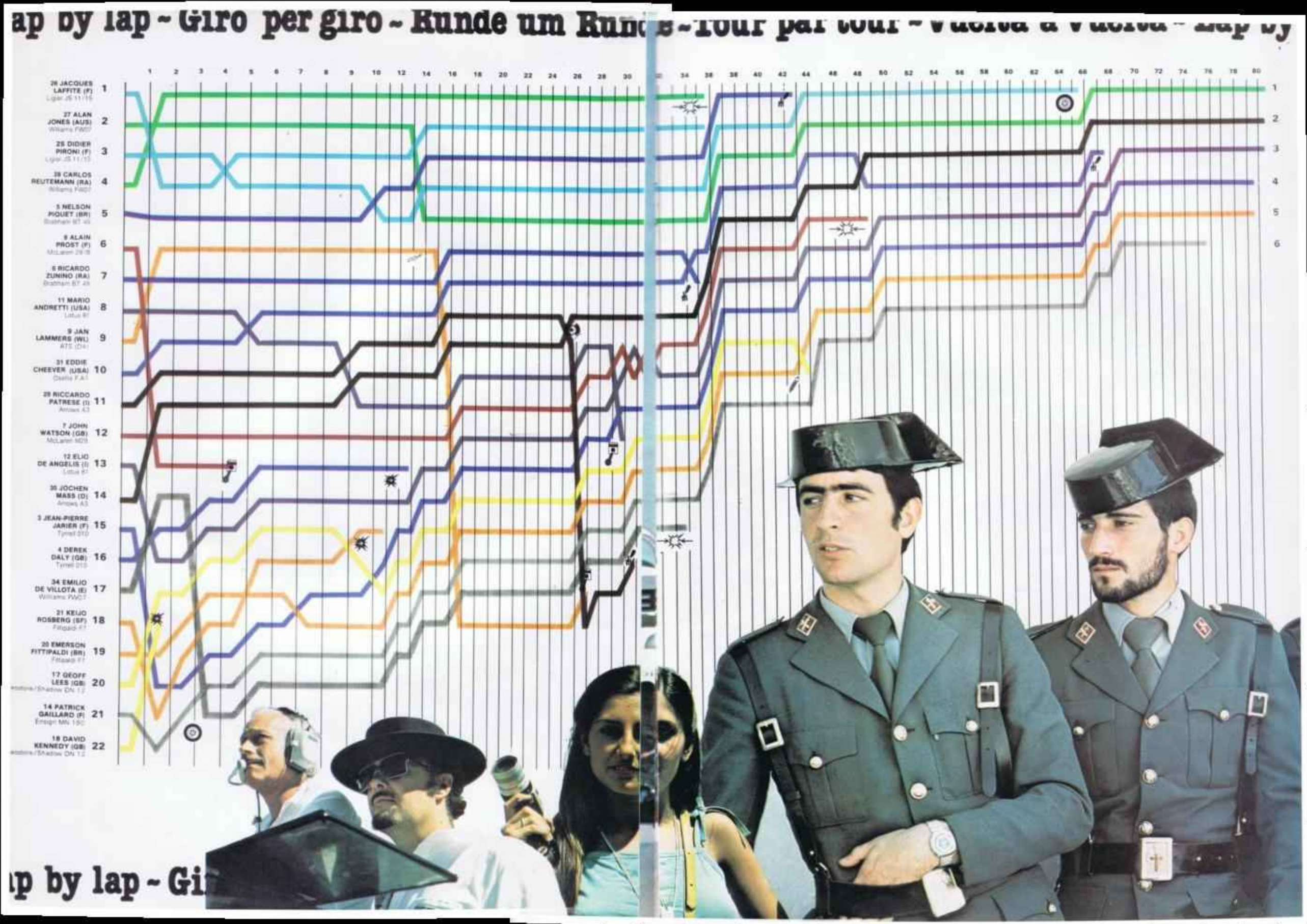
1975, 1976, 1977 and 1979.

Ferrari

Ferrari

Ferrari

ap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Lap by


1 2 3 4 5 6 7 8 9 10 12 14 16 18 20 22 24 26 28 30
32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80
28 JACQUES LAFFITE (F) 1
Ligier JS 11/15
27 ALAN JONES (AUS) 2
Williams FW07
25 DIDIER PIRONI (F) 3
Ligier JS 11/15
26 CARLOS REUTEMANN (RA) 4
Williams FW07
5 NELSON PIQUET (BR) 5
Brabham BT 49
8 ALAIN PROST (F) 6
McLaren 29 B
6 RICARDO ZUNINO (RA) 7
Brabham BT 49
11 MARIO ANDRETTI (USA) 8
Lotus 81
9 JAN LAMMERS (WL) 9
ATS (D4)
31 EDDIE CHEEVER (USA) 10
Osella FA1
29 RICCARDO PATRESE (I) 11
Arrows A3
7 JOHN WATSON (GB) 12
McLaren M29
12 ELIO DE ANGELIS (I) 13
Lotus 81
35 JOCHEN MASS (D) 14
Arrows A3
3 JEAN-PIERRE JARIER (F) 15
Tyrrell 010
4 DEREK DALY (GB) 16
Tyrrell 010
34 EMILIO DE VILLOTA (E) 17
Williams FW07
21 KEIJO ROSBERG (SF) 18
Fittipaldi F7
20 EMERSON FITTIPALDI (BR) 19
Fittipaldi F7
17 GEOFF LEES (GB) 20
Shadow DN 12
14 PATRICK GAILLARD (F) 21
Ensign MN 180
18 DAVID KENNEDY (GB) 22
Shadow DN 12

ap by lap ~ Giro per giro ~ Runde um Rund

1 2 3 4 5 6 7 8 9 10 12 14 16 18 20 22 24 26 28 30

26 JACQUES LAFFITE (F) Ligier JS 11/15	1
27 ALAN JONES (AUS) Williams FW07	2
25 DIDIER PIRONI (F) Ligier JS 11/15	3
28 CARLOS REUTEMANN (RA) Williams FW07	4
5 NELSON PIQUET (BR) Brabham BT 49	5
8 ALAIN PROST (F) McLaren 29/B	6
6 RICARDO ZUNINO (RA) Brabham BT 49	7
11 MARIO ANDRETTI (USA) Lotus 81	8
9 JAN LAMMERS (WL) ATS (D4)	9
31 EDDIE CHEEVER (USA) Osella F.A1	10
29 RICCARDO PATRESE (I) Arrows A3	11
7 JOHN WATSON (GB) McLaren M29	12
12 ELIO DE ANGELIS (I) Lotus 81	13
30 JOCHEN MASS (D) Arrows A3	14
3 JEAN-PIERRE JARIER (F) Tyrrell 010	15
4 DEREK DALY (GB) Tyrrell 010	16
34 EMILIO DE VILLOTA (E) Williams FW07	17
21 KEIJO ROSBERG (SF) Fittipaldi F7	18
20 EMERSON FITTIPALDI (BR) Fittipaldi F7	19
17 GEOFF LEES (GB) eodore/Shadow DN 12	20
14 PATRICK GAILLARD (F) Ensign MN 180	21
18 DAVID KENNEDY (GB) eodore/Shadow DN 12	22

ap by lap ~ Gi

34
36
38
40
42
44
46
48
50
52
54
56
58
60
62
64
66
68
70
72
74
76
78
80
1
2
3
4
5
6

22 24 26 28 30
34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70

JOCHEN
Warsteiner
GOODYEAR
3
CHAMPION
VALVOLINE
MOTOR OIL
GOODYEAR
Warsteiner Pilsener
EINE KÖNIGIN UNTER DEN BIEREN

Postcard from Jarama

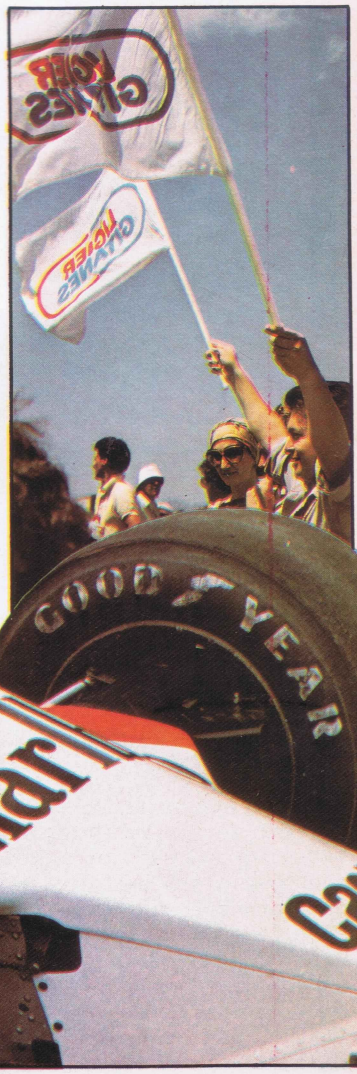
He's called Jan, her name is Evelyne. Life is good for them, they're happy.

Some people grab the sun at any opportunity, whether they're photographers or simply female... or both.

The best moment of the weekend perhaps. Marlboro were preparing their 1981 calendar. We look forward to its appearance, and the photography for the 1982 edition.

Poor Vittorio, his return to Grand Prix racing was once again deffered.

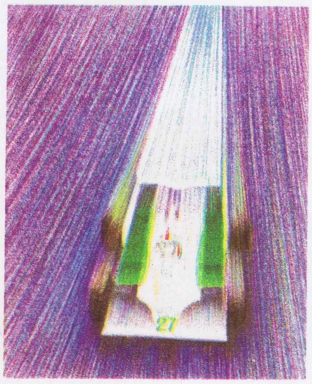
These Ligier supporters worked hard for their heros, but came away with little satisfaction, unlike last year.



«I WON NINE POINTS» SAYS JONES

Regardless of everything else that happened in and around Jarama, a genuine motor race took place in which victory went to Alan Jones and the Williams team. It was a victory for which he had to fight, however lucky one considers him, and when the time comes to settle the status of the race in front of a tribunal Alan will be there to fight just as hard as he did on the track. Regardless of the final outcome, and if Alan is denied the nine points to which he feels entitled, it would be unfortunate if he were to find himself the loser of the 1980 title by a couple of points... that would be too frustrating. At the end of the season, could we have an uncrowned champion ?

by Mike DOODSON



IT would have been easy to overlook the serious business of racing at Jarama. While the buzz of politics passed from motorhome to press box throughout the weekend, the normal chat about wing angles, tyre durability and gear ratios had to take a back seat.

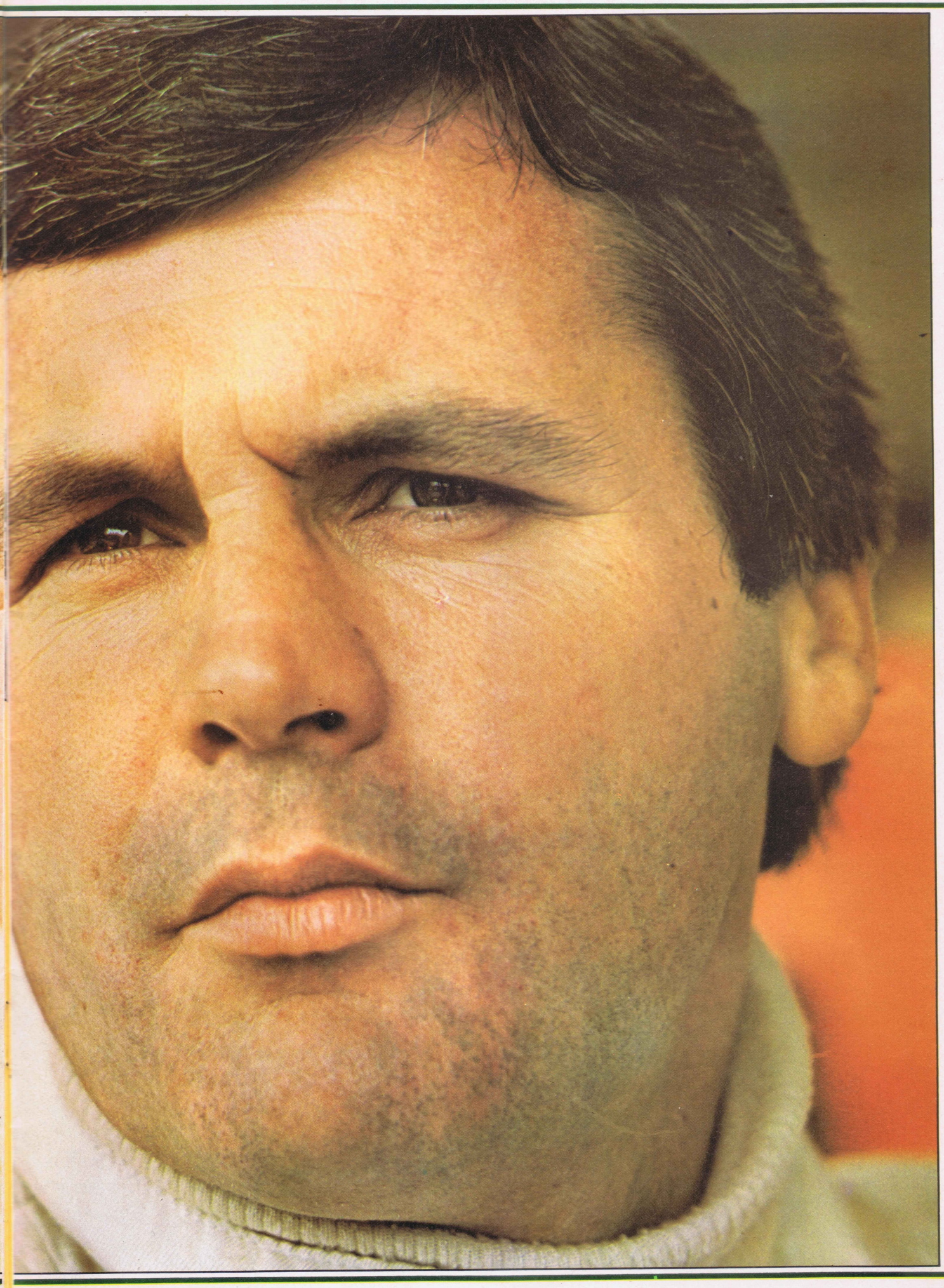
But that didn't mean anyone was trying less hard than usual to win. Granted, three teams decided not to race, but their drivers and mechanics couldn't hide their anxiety to get down to business as usual. At least two of the teams whose bosses decided against the powerful FOCA arguments had an excellent chance of winning the Spanish GP, and the frustration showed on the faces of their people. It was weird to see the shirts and trousers of three team's uniforms looking as clean on Saturday evening as they had been on Friday morning.

Elsewhere in the pit lane, the grime and the sweat was no less convincing than it has been at six previous races this year. The thin veneer of sophisticated bonhomie which mechanics acquire on their intercontinental travels evaporates when there's a race in the offing. A Williams mechanic with a gearbox in pieces around him summed it up for what the French choose to call « the little teams » when he muttered « *Stuff Ferrari if they don't want to race. We came here to beat the Ligiers and we're going to try as hard as ever.* » He spoke for every one of the 11 teams that did not boycott the race... and probably for many of the temporarily unemployed too.

Valuable as they are to the prestige of Formula 1, the three missing teams have not been front-runners in the last two world championship races. Here in Spain, a Williams/Ligier battle — with a singleton Brabham doing its best to split them — had been anticipated long before anyone started to argue about the payment of drivers' fines. That's how it turned out, and while critics can point accusingly at the smallest field of finishers for three years, it didn't need Bernie Ecclestone's post-race blandishments to highlight, by any standards, was a brilliant first half to Jarama's race, whether you choose to call it a Grand Prix or not.

A Formula 1 racing car is no less dangerous an animal in an allegedly « pirate » race than it is in a dispute-free Grand Prix. For the drivers, and — of course — for Alan Jones in particular, Jarama was no different from a normal world championship race. *« It demanded the same amount of effort, »* he said, *« as any GP. As far as I'm concerned, I won the Spanish Grand Prix...*

Alan Jones is now thinking like a future World Champion as well as driving like one. He knows that he has to cut down the risks and even to limit his own efforts. But he still has the reputation of being a fast driver.



and now I'll wait to see if I shall be allowed to keep my points. »

In Alan's mind, it will have to be a very good argument to take them away. In the hot afternoon sun of a Spanish Sunday he battled not only against four of the toughest rivals he's faced all year, but also against a recalcitrant car afflicted with unpredictable gears and an overheating engine.

Locked away in their shaded rooms, the politicians will argue the rights and wrongs of obscure rules, threaten each other with Article 242 and brandish the purple section of such-and-such a Yearbook. For Alan, however, the first half of the season is over, and with 28 points he feels that he's in a good position.

His confidence seems justified. The Ferrari challenge started its downturn as early as January ; the Brabham opposition is, in effect, limited to one car ; and here in Spain proud cockerels of the Ligier-Gitanes team well and truly tumbled off their perches.

Guy Ligier and Gérard Ducarouge – such stout supporters of the FOCA position before the Spanish race – seemed to have changed their minds about its championship validity when they'd got their bent blue machinery back to Vichy.

Two serious driver errors in two races and a bad choice of wheel maker are hardly new experiences for Ligier and Ducarouge. Together the mistakes of management and drivers have taken all the shine off the promise of what, in Spain, was still the fastest châssis. *« Don't worry », says Alan, « we know the handicaps of our châssis and Patrick Head spent the Jarama weekend back at his drawing board. »* The canny Head has done this before – invariably coming up with the right tweak to put his neat cars back on top of the pile.

« Now that we're coming to the quicker circuits on the schedule, I can see Renault and Alfa Romeo as our most dangerous rivals, » says Alan. Like so many of the « little teams, » however, the Williams people find it difficult to think of the Renault as being good enough to carry the champion driver home. Who can predict, for example, that the unreliability which destroyed Jabouille's chances in Brazil and Argentina won't transfer itself to Arnoux ? And what greater handicap than a third car can Alfa Romeo inflict upon its hard-worked racing team at a time when their technical department is struggling under the burden of a revised 12-cylinder engine and a turbocharged « eight »?

ALAN'S driving is slipping into a pattern, into the style that carried Scheckter to his title last year. *« It's not so much my style of driving which I've changed, »* he says, *« but my mental attitude. Unless you sit down and try to analyse the situation so that you can take advantage of everything that's happening, you can't call yourself a serious driver.*

« And whereas last year, when I realised that I would have been bloody lucky to win the championship, and I had to go for every single thing that I could get, now I'm having to take a more careful attitude.

« When there's a championship at stake, I'm afraid you've got to do that. For instance, in Spain I was easing off to save the engine : I was thinking about points rather than a win. It's all very well doing a fantastic charge for 15 laps, but there aren't any points for being slapped on the back in the pits after you've retired with a blown engine. »

For a moment he hesitates. If he's going to be champion, he doesn't want to be accused of sand-bagging, as Scheckter was, and he's anxious to preserve his « racer » reputation. *« Of course, I would never ease off when I was in first place and let someone overtake me so that I could cruise to second place. But if I was in third or fourth place, and knew that no one was close enough to catch me, I would not risk breaking the car by trying to force through into second or third for the sake of a couple of championship points. »*

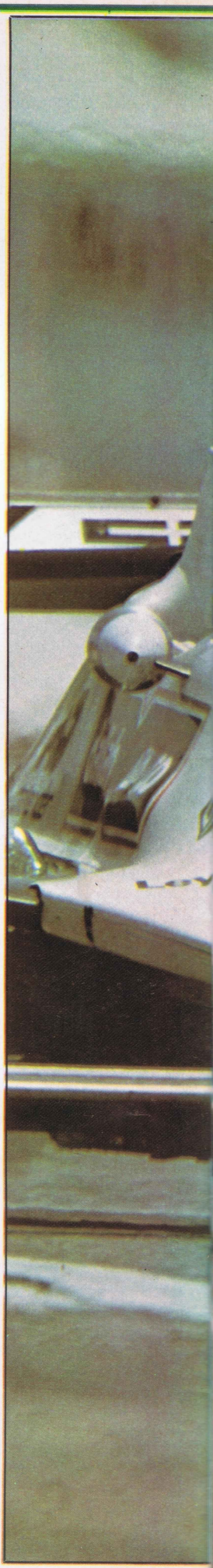
Perhaps the dark Australian's season hasn't been as brilliant as the performance of the Williams car last year, and his own astonishing race in Argentina, might have suggested. But he's putting together the sort of season of which even a Jackie Stewart might be proud.

Perhaps his greatest opposition now consists of his Saudia-Leyland team mate Carlos Reutemann, whose excellent start at Jarama carried him convincingly ahead of Alan for the first time his year. « *If Carlos can get well ahead of me early in the race,* » says Alan, *« then that's great for him. The only rule that Frank (Williams) has imposed on us is that if there are ten laps to go, and I'm up his chuff, then he's got to let me through. »*

That possibility, however, seems a remote one at present. One gets a feeling that Alan and Carlos will do everything they can to avoid a duel that might cost either of them the championship. And Carlos, for all his toughness and remoteness, is racing's most honourable driver.

Alan, for his part, is someone who will never say « die,» regardless of the circumstances. When he's overtaken on the track, as he was when he dropped from second to fifth place in Spain with gear selector difficulties, he never doubts for an instant that the can win. He takes the same attitude to the politics that are none of his business yet which threaten to deprive him of the nine points for which he drove so doggedly at Jarama.

« *I won that race,* » he repeats. « *I worked hard for it, and so did my team. I see no reason why some bad-tempered Frenchman should be allowed to take it away from me. »* □



The Williams FW07 was certainly not as quick as the Ligier JS 11/15 at Jarama. But Jones didn't make mistakes. Luck did the rest. The only problem is that his nine points could well be reduced to nothing.

AKAI
AKAI
AKAI AKAI AKAI
ALBILAD
saudia
27

JARAMA EXTRA

LAFFITE'S UPS AND DOWNS

FOCA may have won their Spanish battle by putting on a race, but their French allies in the Ligier-Gitanes team did not win their conflict. It was as though they were being watched over, that someone was making sure that they had their share of good and bad luck, even though their actions were strictly sporting. The Ligier's were superb during practice, but their promise was not fulfilled during the non-championship race.

The atmosphere was strictly optimistic in the only French team to take part in the race, provided one talked of competition and not politics. As at Zolder and in Monaco, the Ligiers were only rivalled by the Williams on the track.

Gerard Ducarouge, in particular, was very confident for various reasons but mainly because of his faith in Laffite. « ***This seems to be Jacques' lucky circuit. He's in the right frame of mind, determined and fresh. He's really on form and it's been apparent throughout practice. He's been doing quick times, very quickly in very few laps, whatever the state of the car or its tyres. Everything is right for him.*** »

On Sunday morning, Jacques' team manager was even more confident. « ***Providing he has no mechanical problems, I think Jacques will be very hard to beat this afternoon*** », said Gerard. « ***He's always done well here. He was the only driver to be remotely competitive with the first wing-cars here in 1977 when he was driving the JS 7. His driving style suits this type of circuit which demands so much skill.*** »

Jacques himself was just as confident. Shortly before the race, he told Guy Ligier, with his usual optimism, that « ***I'm going to win, that's certain, it's my race.*** » His opinion was not only based on his form at Jarama, but also on the fact that he's been competitive all season apart from at Long Beach.

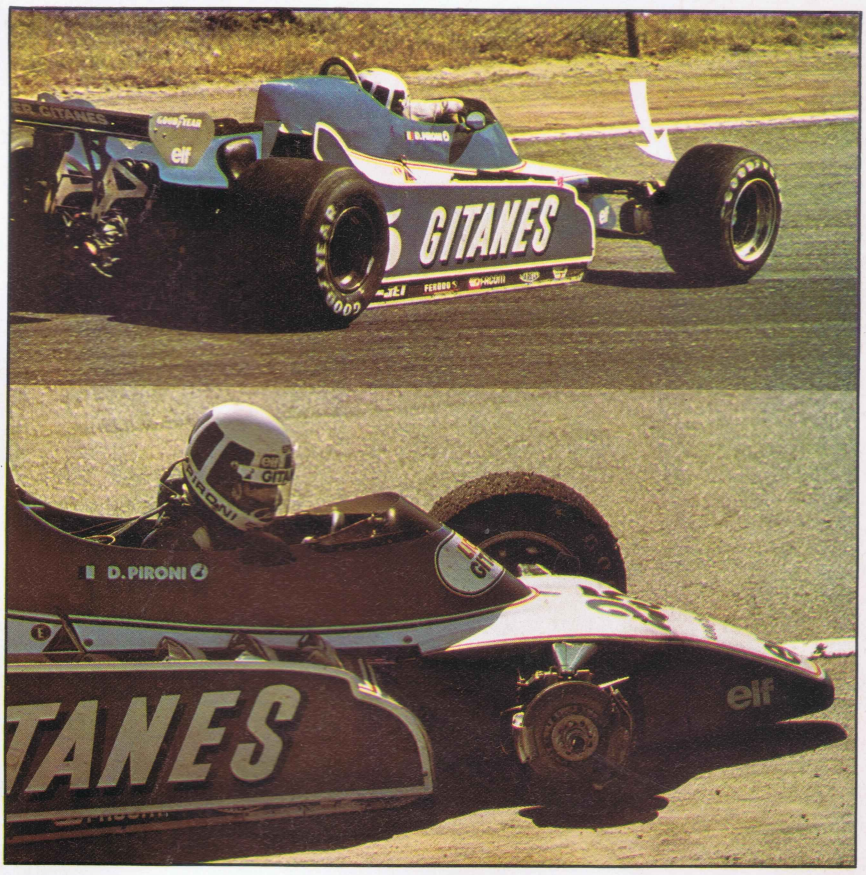
However, Jacques did have one or two worries when it came to technicalities. The Ligiers have a reputation for good braking on difficult circuits, yet it was in this very area that they were having trouble. « ***The brakes are perhaps the biggest problem*** », admitted Ducarouge. « ***It's the rears mainly, we're right on the limit with them, as much with wear as temperature. The calipers are getting too hot and then the pedal goes soft.*** »

Jacques was also concerned with his choice of tyres. It was hot on Sunday at Jarama very hot. The winner would perhaps be the driver whose tyres lasted the longest. « ***The main problem here,*** » explained Laffite, « ***is to slide as little as possible. That's why I want to use C compound tyres, the softest but also the tyres with the most grip. Strangely enough they don't get as hot and they wear less than the B compound tyres which are harder but slide more. I'm going to take the risk but I may have to stop and change tyres.*** » Teammate Pironi decided on a mixture with one B compound tyre on the left rear wheel which after all is used that much more on a circuit where most of the corners are right handers.

Typically, Laffite concentrated on the race itself, trying hard to ignore the political battles around him, or at least, trying as hard as he could. He kept a cool head when asked how the Punch and Judy show of the previous days had influenced his views. « ***There hasn't been a single Grand Prix this year without political discussion*** », he said. « ***So I'm getting rather used to it. But personally, I'm as determined as ever, whatever the circumstances. Naturally, it's all very boring but there it is. But in the end, it makes no difference to me. I shall be driving as hard as ever.*** »

It should have been Laffite's race. He predicted it, even promised it. His practice form, coupled with a competitive car, proved a promising combination. It only remained for them to do well, but it didn't turn out that way.

It went wrong from the start for Laffite was slow off the line. Reutemann came through from the second row and led the field into the first corner. Even Jones and Pironi overtook the pole position man. It was quite a few laps before Laffite and Reutemann started to dispute the lead. Jones slid wide at one corner and Pironi's



Ligier developed a problem which allowed Laffite to catch the Monaco winner. There then began a tough duel which unfortunately only lasted until the 36th of the 80 laps.

Carlos's lead was never very great but was relatively unchallenged. The Ligier was set up with more downforce than the Williams which pulled away down the straight. « ***Furthermore*** » said Jacques after the race, « ***my brakes soon overheated as they had during the warm-up. If they'd been working properly, I would have been able to overtake at the end of the straight, the only place where one can be certain of making a proper overtaking manœuvre. Instead I kept attacking Carlos in various places to try and upset him. But he didn't make the slightest mistake. He was driving really well.*** »

The Ligier was quicker than the Williams in the slower and twistier sections of the circuit and Jacques became ever more threatening at those parts of the track. It was on the 36th lap that Laffite attempted an overtaking manœuvre. The two drivers had just caught Emilio De Villota who was clearly unable to extract the maximum from his Williams. Shortly before braking for the Le Mans hairpin, Reutemann caught up with Villota who carefully pulled over to the left to allow Reutemann past only to find Laffite diving inside. « ***It was that moment or not at all*** » explained Laffite. « ***I thought I could take advantage of Villota to pass him and Reutemann at the same time*** ».

But it didn't work. « ***I think my front right wheel rode over the left rear of Villota's car because I was right alongside him. That launched me and I crossed the track and rammed poor Carlos who was turning into the corner quite normally.*** »

But Jacques didn't hold Villota responsible. « *Let's say thay only his inexperience* ***was to blame. It's hard to stay calm when being overtaken by two cars at once. But*** *all the same, he should have let us past at* ***the end of the straight when we first caught up with him. That would have been easier for everyone.*** » The incident as a whole reminded one of a similar episode which is also well known. It was at Brands Hatch in 1978 when Niki Lauda was leading the race pressed very hard by Reutemann. The Austrian was held up by Giacomelli which let the Argentine into the lead and he won.

But this time the result was rather more terminal and the two leaders retired there and then. Once he'd got out of the car, Jacques ran over to Carlos.« ***His leg hurt him a bit, and so did my neck. But there was quite a considerable impact. Carlos was suffering a little from shock, but he was also very sad as anyone would be who'd lost a race for such a stupid reason.*** »

Both Laffite and Reutemann had suffered from losing points and the race. « ***Yes, it's stupid*** », agreed Jacques. « ***I've missed an opportunity. Another 15 centimeters and it would have been alright. But if I hadn't been so slow at the start, I wouldn't have been involved at all.*** »

That little word « if » often means so much, but usually in vain. Once one loses any advantage at the start, it's lost for ever. There are never two starts to a race. « ***When you're on pole position, everyone is watching you*** », explained Jacques. « ***You can't anticipate the start as you can if you're on the second row or further back. Furthermore, my rear wheels were over the white line and they just spin on that line under acceleration which means that others get ahead. All that one has gained in practice is lost, it's almost a penalty to be on pole position*** »

Pironi looked as though he would save the day for Ligier, but not even that happened, for a wheel came off making it an even worse weekend for Ligier. Jacques would have won but he lost, perhaps it was decided right at the start.

MASS THE GENTLEMAN

IT'S always good to finish second, especially when it seems hopeless at the start of the race. Jochen Mass was fortunate enough to pick up second place in Spain behind Alan Jones. Afterwards, Mass wasn't boasting at all when talking about his race. He modestly emphasised that his place on the rostrum was due to the number of retirements in front of him. « *I knew that this race would be one of attrition* », he explained after the presentation on the rostrum. « *No one can say I drove a tremendous race. But I do know that I had a lot of luck. I'm delighted.* »

Jochen was following his teammate Patrese at the start of the race, and then battled with Eddie Cheever for a long time. Both encounters turned to Jochen's advantage, but Jochen, as courteous as ever, praised both his competitors. « *It was bad luck for Riccardo, because he would have finished well up the field. But I knew from the start that he'd retire because there was smoke coming from the left rear wheel and it was obvious that he had a problem with his brakes. Then I followed Cheever for a number of laps. Eddie drove really well, but then I felt that he was tiring on this circuit which is so very demanding. He wasn't making mistakes but I could tell by the way he was driving that he was weakening.* »

Mass himself is very fit, but he had the same problem. « *It's always the same here, my wrists hurt* », he said after the race. « *Your arms have to absord every little bump through the steering as you drive. You really have to have big arms for this place* ».

Jochen's only problem throughout the 80 laps was the water temperature. « *It was over 100 degrees all the time. It was very hot. Consequently I tried not to follow other cars too closely. Otherwise, the temperature would have gone up even more. Fortunately the engine lasted.* »

Jochen paid tribute to his team, just as he did after finishing fourth at Monaco two weeks earlier. « *Once again, we've proved that our cars are very reliable. They're probably the most reliable cars in Formula One currently* ».

OSELLA : COMPETITIVE AND INDEPENDENT

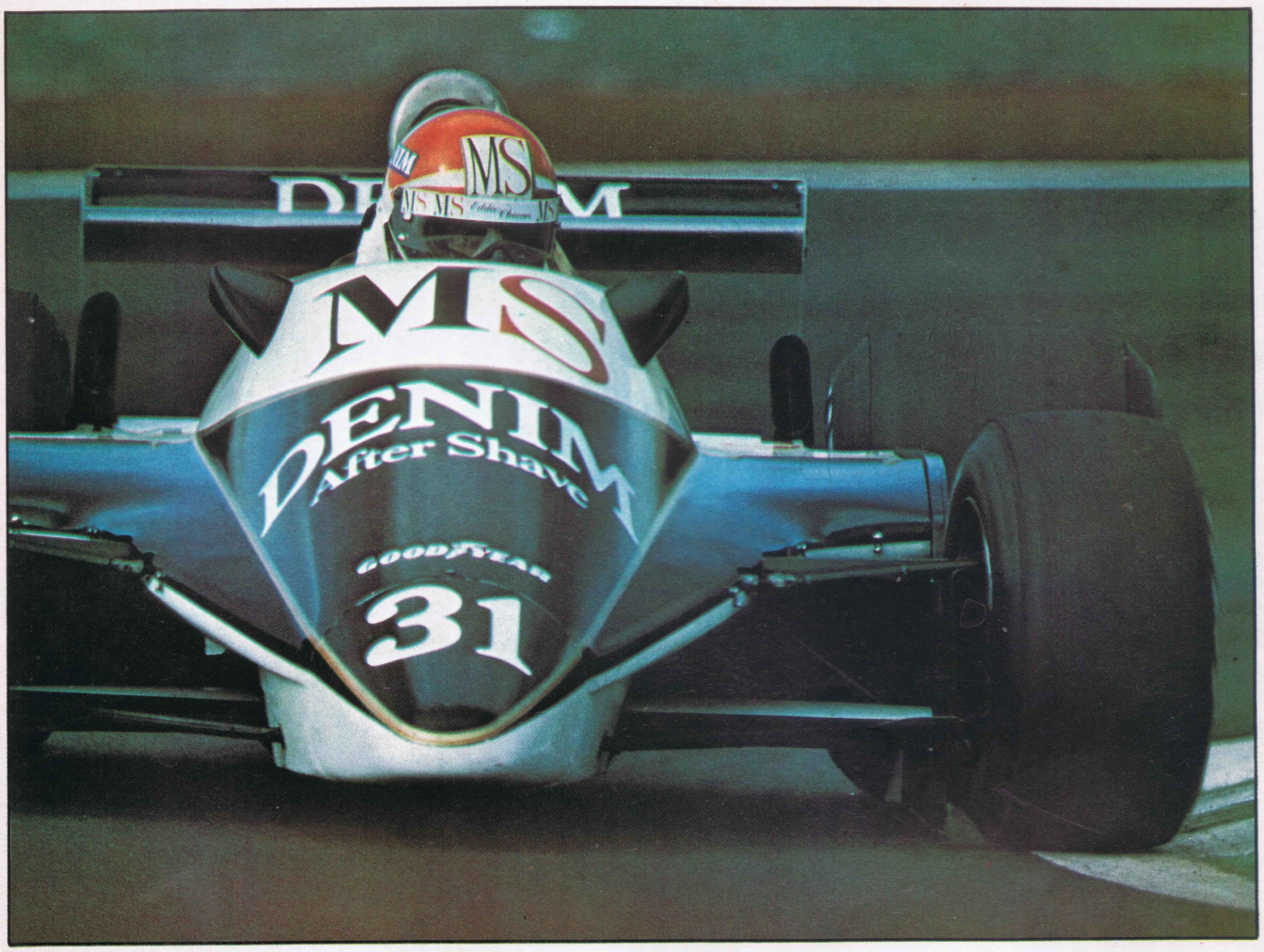
ENZO OSELLA's position at Jarama was strange to say the least. His car was tremendous both in practice and during the race, yet the little Italian constructor really didn't want to take part in the first place. During the weekend, Osella proved not only his technical talent, but also his strength of character.

There may have been big political manœuvrings in Spain, but Enzo Osella was noticeable in taking an immediate, brave and sensible stand. He wanted to withdraw his car from a race that he considered to be outside the law and one that could jeopardise his licence as a race car constructor. Formula One is important to Osella, but it's not everything. The Turin constructor also enters sports prototypes in the World Championship of Makes. The Le Mans 24 Hours in only a week or so away and Osella felt that he had to be careful. Consequently, the Osella team, which may be small but not in the least bit timid decided to go the same way as Ferrari, Alfa Romeo and Renault. If nothing else, they found themselves in good company, even if they didn't go out on the track. So neither driver Eddie Cheever nor the Osella took to the track during either of Friday's practice sessions.

Such action took quite a lot of courage. Of all the team managers at Jarama, Enzo Osella took a greater risk than most. By following the FISA line, he kept his constructors licence, no more. But at the same time, it could be said that he jeopardised future membership of FOCA, and there's considerable advantage in such membership in terms of financial help with travel arrangements. Such financial help would be most valuable to Osella. They may have been following the three big constructors in policy, but they have a fraction of their budget at their disposal. Even though he had little to win and a lot to lose, Enzo Osella stuck to his convictions by refusing any compromise.

His driver and a representative of one of his main sponsors, MS, were in favour of taking part, even though the race may have been illegal. Eddie Cheever perhaps was thinking much more of his determination to succeed as a Formula One driver in pushing his team manager into running the car than thinking that he might also risk losing his own competition licence and in turn losing his contract with the Lancia Group Five team. His Lancia teammate, Riccardo Patrese had an excuse in this case, for his team were telling him to race.

But Cheever persisted. He enlisted the help of sponsors Denim and MS, and together they put sufficient pressure on Enzo Osella that the car went out to practice on Saturday. In between time however, the team changed its name. Osella explained that officially he had withdrawn his car, which made his case



obvious. The Osella was entered by Denim who sent a telex to confirm the fact.

Strangely enough, even though they were by now legally very aware of their actions, the organisers apparently ignored the rule that any new entrant in Formula One has to put down a deposit of $ 30,000 before the start of the season.

Poor Enzo Osella had to watch from around the track rather than in the pits, and out on the circuit he was able to see how well Cheever was doing. Perhaps even worse was the fact that without his help, his own car was competitive for the first time this season. All the same, it was a shame that there were no Renaults, Alfa Romeos nor Ferraris with which to compare his car. But obviously progress had been made, for the Osella qualified tenth quickest in just one day of practice instead of the usual two.

On Sunday morning, Enzo Osella still refused to present his licence to the organisers when they asked for it. After a lively meeting with FOCA, the Italian constructor still maintained his position. The problem was that Denim didn't posess a licence to enter a car in Formula One. But the organisers made do with Eddie's licence, and Bernie Ecclestone stepped in as guarantor. It amounted to another twist of the regulations.

The political wranglings did nothing to detract from the performances of both Cheever and the Osella which were most certainly the revelation of practice and race. After practice, Eddie explained his fine grid position thus : « ***We had time to do some testing here as we did in South Africa and the car has gone well. We came to Jarama immediately after Monaco and we've done a lot of testing. Up until now we haven't really understood how the car behaves. It's in the same specification as it was in Monaco What we've done is set the car up better and that's allowed us to be more competitive.*** »

The Osella was competitive during the race. Cheever overtook Andretti early on and then battled on equal terms with Zunino and Mass. Then a side pod came loose which deprived the car of downforce. Mass caught up and overtook Cheever, and De Angelis also closed in. The young Roman was just about to catch Cheever when the latter retired with a broken driveshaft. Third place, or at worst fourth was unfairly lost.

Cheever seemed to have forgotten his disappointment after the race, for he was clearly pleased with the way the race had gone, and it had also confirmed that he had to take part. « ***I was right to race in this Grand Prix. I knew that the car would go well. I just wanted to prove that the car would be competitive.*** »

Nevertheless, Eddie felt very tired by the end. « ***When I was in the car, I felt fine. But when I got out, I was exhausted. The heat was terrible and driving on this circuit is very tiring.*** »

It would be wrong to say that Enzo Osella hadn't watched the race. He was very much happier afterwards. « **At least** ***we've shown that both car and driver are competitive.*** »

So Osella had shown promise in their first year of Formula One. « ***We're now going to work in the wind tunnel when we get back to Italy. It will be the first time for the car*** », explained Osella. Futhermore, unofficial practice at Monaco has convinced the sponsors of the necessity for a seperate development team which will be supervised by designer Stirano. A test car will be used on all circuits in order to try out new technical ideas. This solution has been considered preferable to running a second car wich would have been driven by Piercarlo Ghinzani.

DEREK DALY

The Monaco accident put Derek Daly in the limelight, but apart from that incident, Derek is quietly undergoing his Formula One apprenticeship. However the Tyrrells are scarcely competitive this year, and both Daly and team leader Jarier are rarely running at the front. All the same, the experienced Frenchman is very complimentary about the Irishman which makes one wonder if Derek isn't set for future stardom. But for the moment, he's gaining experience

by Mike Doodson

KEN TYRRELL HAS A REPUTATION AS A TEAM MANAGER WITH FIXED IDEAS AND A PATERNALISTIC ATTITUDE. HOW DO YOU FIND HIM TO WORK WITH ?

I certainly agree that Ken has fixed ideas about how to run his racing team. At the moment, though, it suits me perfectly. For example, he tells me when he thinks I'm being too hard on the gearbox, or when I use the brakes too heavily or use too much fuel. I find this sort of information is very helpful to my driving. I find that I'm learning a lot more about myself : quite apart from what I'm learning about new circuits, or the way the team works, I'm finding that my style of driving is now emerging clearly.

DO YOU EVER HAVE DISAGREEMENTS WITH KEN ABOUT THE WAY THE CAR SHOULD BE SET UP, OR OVER RACE TACTICS, ETC. ?

No, never, because I work with Maurice (Phillippe), and I watch very carefully what Jean-Pierre is doing. I've realised that the best thing to do at this stage of my career is to pay close attention to what Jean-Pierre and Brian Lisles (his engineer) are doing, because they've been doing it all for years and years. I want to learn much more before I start to go on my own road.

This was impressed upon me in South Africa, after I made a bad mistake during warm-up on race morning. I had decided that I needed more wing, that it would be quicker for me round the corners. So I told Maurice after I'd tried (that set-up) in the warm-up that it was easier to drive and that it would be quicker if I could put together some « magic laps ». But « magic laps » don't happen in a race, you have to go for consistency before speed.

MORE PERHAPS THAN IN SOME OTHER TEAM, YOU AND JEAN-PIERRE SEEM TO BE TRACK RIVALS, BOTH IN QUALIFYING AND RACING...

another race meeting. In a situation like that, it takes the driver time to get to know the team, because you're new to them and their ways. It's good to have a settled, consistent team. Our reliability has been pretty good, too, apart from Monaco of course...

Personally, I like to work with Ken himself. It's helpful when he takes me to one side and says « Derek, you've got to change this, or modify that. » In Argentina he was very firm, very strong with me, because I'd been off the road three or four times during practice, not seriously, but enough to suggest to him in a race where the sun was so hot that the track was breaking up that I wasn't going to finish the race. His words, only a few of which had more than four letters in them, echoed im my ear throughout the race, in which I drove very easily and finished fourth. He was happy about that and so was I.

YOU'VE JUST MENTIONED THE MONACO ACCIDENT IN WHICH YOU WERE SO SPECTACULARLY INVOLVED. IT WAS OBVIOUSLY THE RESULT OF A MOMENT'S INATTENTION, BUT WHAT WAS KEN'S ATTITUDE ?

I went straight back to him and said « I'm sorry, Ken. It was my fault ». Again, the one word he used had four letters. Understandably, he was upset : it wouldn't have been so bad if I had only taken myself out of the race. But I had wiped out the whole team, and all the work that he and the mechanics had done over four days. It was a little bit too much for anyone to take.

After that, he didn't say anything more. But I had to explain things when I arrived here in Spain, two weeks afterwards. I felt, again, that I had learned something useful, having suffered such a setback. In fact it reminded me of a previous experience when I had driven over my limits. Two years ago, I took part in a rallysprint in Dublin and I finished third, behind Pentti Airikkala and Hannu Mikkola. Naturally, I was the star.

The following year I was invited back, and I was determined to beat them. But I didn't make a single clear run. It was exactly the same situation. You could say that I'm learning the hard way, but it's to my advantage.

YOU ONCE RACED AGAINST NELSON PIQUET IN FORMULA THREE. IS IT FRUSTRATING TO SEE HIM NOW WITH A GOOD CHANCE OF WINNING THE WORLD CHAMPIONSHIP ?

Yes ! I tell myself that if I was in that car, then I'd be on the front row of the grid myself. I always believed, though, that if you're good enough, then you'll get there in the end. I remember speaking to Max Mosley, about the time that I started with Ensign, and he also said « if you're good enough, you'll make it. »

If Nelson is at the front of the grid at the moment, it

Yes, we are rivals. Only now, though, am I beginning to realise just how good Jean-Pierre is. I don't think everyone else sees how good he is : but I know how hard I'm driving, and he's always a little bit quicker. When I questioned him about his early driving style he told me that it was exactly the same as mine, and that over the years he developed it and learned how to drive less aggressively. I've found that when he does a slightly faster lap time than me, in fact he's driving his car a little bit easier.

He's extremely motivated, too. It's very important to him that he should be slightly quicker than I am. So far, he's always been quicker than me on the grid. Sometimes in wet sessions, or warm-ups, I'm faster. It's a good rivalry and I enjoy it because in Jean-Pierre I have an excellent yard-stick from which I can measure my own performance.

WHEN DIDIER PIRONI LEFT LAST YEAR, ONE OF THE THINGS HE CRITICISED ABOUT TYRRELL WAS THE LACK OF AERODYNAMIC RESEARCH AND THE FACT THAT THE CAR WAS DESIGNED WITHOUT THE USE OF A WIND-TUNNEL. DO YOU FEEL THIS IS A HANDICAP TOO ?

My own feeling about it is that the team's technical work went a long way down the road with Karl Kempf and his reasearch into suspensions. It (the moveable suspension) was very interesting when I tested it at Ricard, but the problem was that while Karl was developing his suspension theories there was a big move to wing cars. Now, the most important thing that's required of the suspension is to prop up the massive amount of downforce that is generated. I think we have there fore slipped behind a little bit.

As a result, while the Ligier and Williams teams have gone ahead — probably because they understand how and where they're getting their downforce — we're slightly behind. And on the grid, that means a long way.

ARE THERE ANY OTHER ASPECTS OF THE TYRRELL TEAM THAT YOU'D CRITICISE ?

Something that I was interested in achieving with Tyrrell was to get my driver engineer rapport working better. I wanted to achieve a relationship in which the driver and the engineer worked together perfectly. Perhaps it's my lack of experience which leads Maurice up the wrong road, and I'm hoping that our relationship will work better after some more races, but I don't think it's developing yet in the way that I want it to go. I feel I need more involvment : at the moment I don't have enought involvment because Jean-Pierre is the number one driver on the team and does most of the testing. It was the same last year in the Brabham team, with Nelson and Lauda, and of course in the end, things worked out well there.

THE TYRRELL TEAM ALSO HAS SOME IMPORTANT STRONG POINTS. WHICH FOR YOU ARE THE MOST OUTSTANDING ?

You have to appreciate that all the mechanics on the team have been with Ken for four or five years, often much longer. This indicates that everyone works together, that they're all happy. Psychologically, that's good : for example, you don't spot new faces every time you arrive at doesn't matter, because I'm getting my experience here with Tyrrell. In fact my Formula One career started before Nelson's, but it was very disjointed. First it was Hesketh — until that folded up — then it was Ensign, which didn't go very well for various reasons. This is my first full year with a team : let's get it over with before we start talking about matching Nelson.

IS THERE MUCH PRESSURE ON YOU AS AN IRISHMAN, FOR EXAMPLE FROM THE PRESS ?

Not a lot. It's certainly not like the Italian press. There's rivalry between myself and David Kennedy, which gets a lot of coverage in Ireland. David and I used to share a transporter during our Formula Ford days, so we've known each or other for a long time. It seems he hasn't made the same sort of progess (as me) simply because he didn't win the necessary races. I got my jump into Formula One because I won five Formula Three races on the trot : it also led to my Formula Two drive (with the ICI Chevron team). When the Hesketh Formula One deal went badly, I had a good Formula Two back-up : I went and won two consecutive races in Italy. which led to the Ensign drive. When that started to go badly, I still had the F2. I got my first chance with Tyrrell when I was lying, I think, second in the F2 championship... and I won the very next F2 race. I was promoting myself in F2 and taking some knocks in F1. I think it's important to show that you can win races in F2 and F3, because they're international, it's racing against the « next best ».

WHY DID YOU GO TO LIVE IN MONACO LAST YEAR ? NORMALLY, THE DRIVERS WHO TAKE UP RESIDENCE THERE ARE THE ONES WHO HAVE DEFINITELY « ARRIVED ».

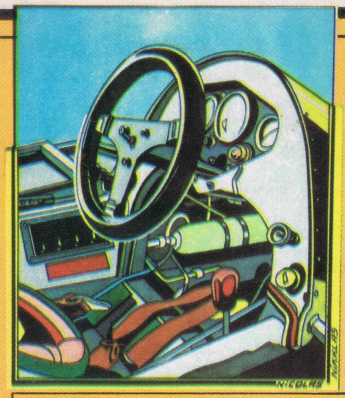
Well, even at this stage I must tell you that I don't earn enough money to warrant living in Monaco. But having left Ireland, England wasn't my home anyway : if I had continued living there, I would have had to pay quite a lot of taxes. Instead of making my home in England, I decided to do it in Monaco, as a long-term prospect. I didn't want any taxmen chasing me in four or five years'time for an explanation of how I'd spent this pound or that franc.

ARE THERE ANY DRIVERS THAT YOU USED TO IDOLISE ? PEOPLE WHOSE EXAMPLE YOU ALWAYS WANTED TO FOLLOW ?

I have to say Jackie Stewart and James Hunt. When James won his title in 1976, what I really admired was his ability to win race after race. Yet it was around that time that his wife ran away with someone else, and he was under all sorts of other pressures too. It was fantastic to see him go out and just win races.

I always admired Jackie because of the way he worked on his racing outside the circuit. I'm sure he went home and gave a lot of thought to his mistakes, how he could do better. I want to be like that : I don't want to be an « arrive-and-drive » type, I want to have a total commitment to the team. Already I spend a lot of the time on the phone (to Tyrrell), and I still keep a written record of what happened over a weekend, putting on to paper all the things I should or shouldn't have done. It was a long list after Monaco... □

Cockpits

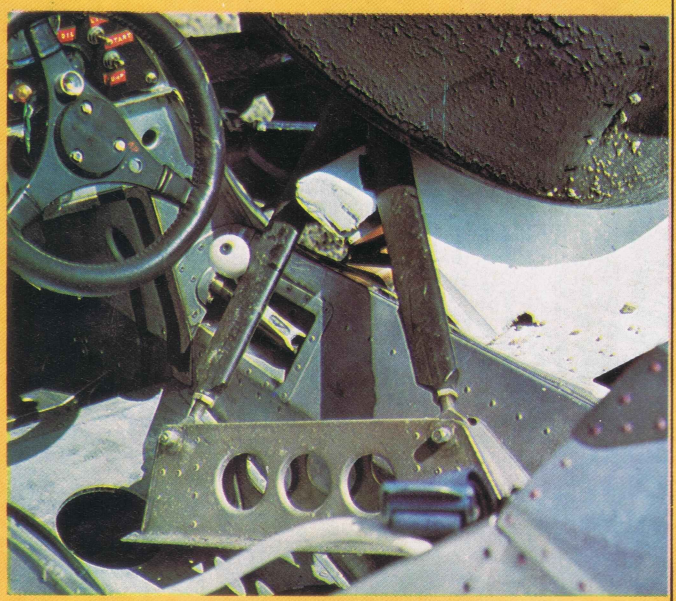


MARLBORO MCLAREN

McLaren-Ford M 29/2 :
John Watson (GB)

McLaren-Ford M 29/3 :
Alain Prost (F)
McLaren-Ford M 29/1 :
Spare.

Teddy Mayer's team had designed and built a new front suspension for the spare car, pop-rivetted onto the front of the monocoque. It wasn't very solid. Braking hard for the first time, the lower suspension mounting point collapsed and Alain Prost's car was launched into the catch fencing. His normal car had been improved mechanically and he qualified well up, while Watson again complained of understeer. Neither car finished.



CANDY TYRRELL

Tyrrell-Ford 010/1 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/2 :
Derek Daly (IRL)
Tyrrell-Ford 010/4 :
Spare.

A new chassis had been built up following the Monaco disaster. The only modification on the cars was a slight aerodynamic change in the rear bodywork. Jean-Pierre was unwell but still managed to finish fourth after having been held up by De Angelis at the start. Daly crashed due to his usual braking problems.

UNIPART ENSIGN

Ensign-Ford MN 180/12 :
Patrick Gaillard (F)
Ensign-Ford MN 180/14 :
Spare.

Chassis number 12 was again fitted with a wheelbase that was 9 cm longer than the other car. Patrick Gaillard was back with the team again, but he found the car hard to drive and afflicted with many faults. Thanks to a certain amount of reliability, Gaillard finished sixth and scored a single but possible ficticious point in the championship, much to Mo Nunn's delight. However, he still had brake problems which caused the incident with Watson. Gaillard reckoned that the team should *« give the car to an experienced driver who can really sort it out. »*

DENIM OSELLA

Osella-Ford A1/2 :
Eddie Cheever (USA)
Osella-Ford A1/1 :
Spare.

We've told the Osella story elsewhere, in Jarama Extra, about their relatively unhappy political story, and their extremely promising form on the track. It's a shame there wasn't a happier ending.

THEODORE RACING

Theodore-Shadow-Ford DN 12/1 :
Geoff Lees (GB)
Theodore-Shadow DN 12/2 :
David Kennedy (IRL)

David Kennedy had a new and slightly different Shadow DN 12 for the first time, but at least he and Lees got a race. Kennedy crashed early on the race, but Lees did well and was ninth and leading Fittipaldi when the suspension broke.

SAUDIA WILLIAMS

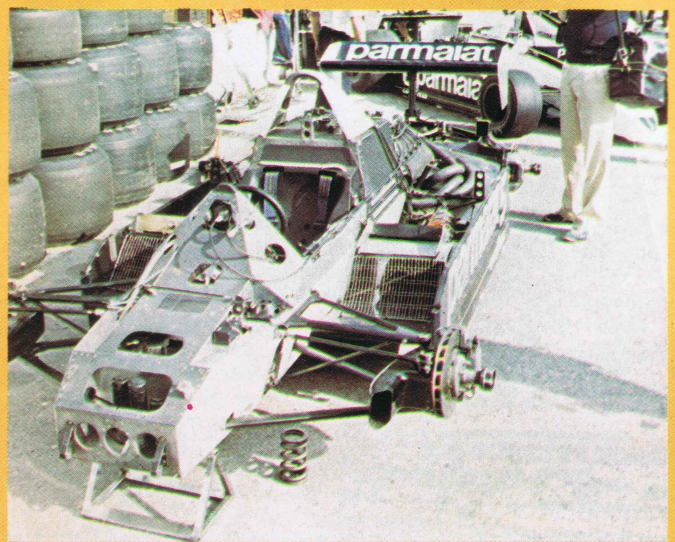
Williams-Ford FW 07/07 :
Alan Jones (AUS)
Williams-Ford FW 07/05 :
Carlos Reutemann (RA)
Williams-Ford FW 07/06 :
Spare.

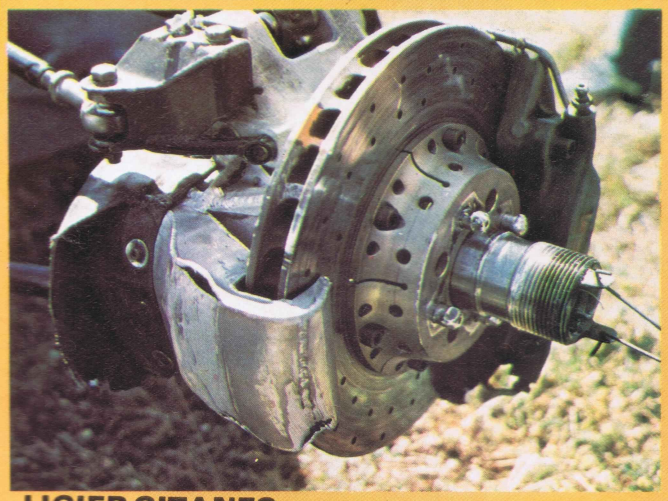
Patrick Head didn't go to Spain. He was back in England working on modifications for the car which would improve it for the upcoming faster circuits. So there were no modifications since Monaco. The main problem for the Williams was the water temperature which worried Frank before the race, and held up Alan during it. Nevertheless, the Australian held on to win, while Carlos was eliminated by an accident.

PARMALAT BRABHAM

Brabham-Ford BT 49/7 :
Nelson Piquet (BR)
Brabham-Ford BT 49/3 :
Ricardo Zunino (RA)
Brabham-Ford BT 49/6 :
Spare.

The team had had to do a lot of work since Monaco in order to replace the cars damaged by the two drivers. The cars had only been modified in one way : the big rear wing designed to procure more downforce in Monaco had been put away. Before the race, Piquet reckoned that he would be able to do little against Jacques Laffite. The Brazilian should have been able to win though, but he was let down by his gearbox. For the first time this season, Zunino was competitive. He qualified well and drove well in the race, but he too was stopped by gearbox trouble.

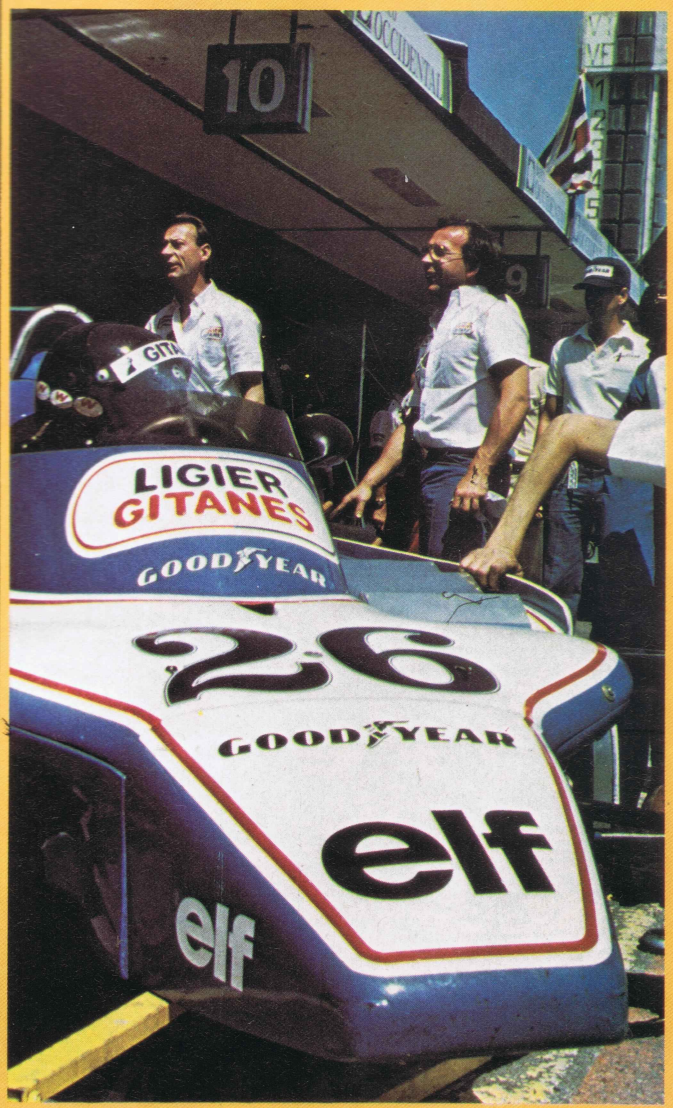


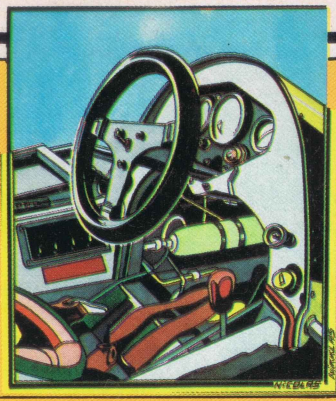


LIGIER GITANES

Ligier-Ford JS 11/15 - 03 :
Jacques Laffite (F)
Ligier-Ford JS 11/15 - 04 :
Didier Pironi (F)
Ligier-Ford JS 11/15 - 01 :
Spare.

The Ligier team work hard and continuously in the wind tunnel, modifying their aerodynamics for each race. Consequently, it was no surprise to find that their side pod wing profiles had been slightly modified to give less downforce than at Monaco. The Williams'longer wheelbase and wider front track perhaps represented an advantage however. Even so, the Ligier JS 11/15s were most certainly competitive with their English rivals.

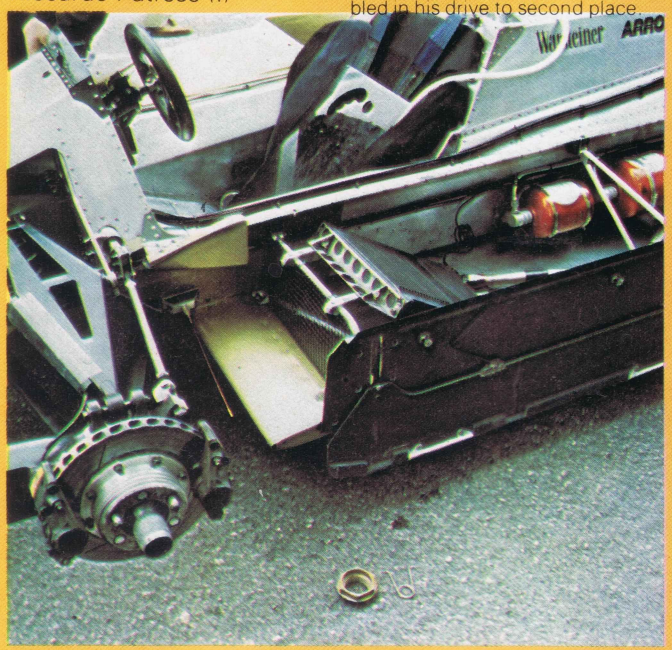


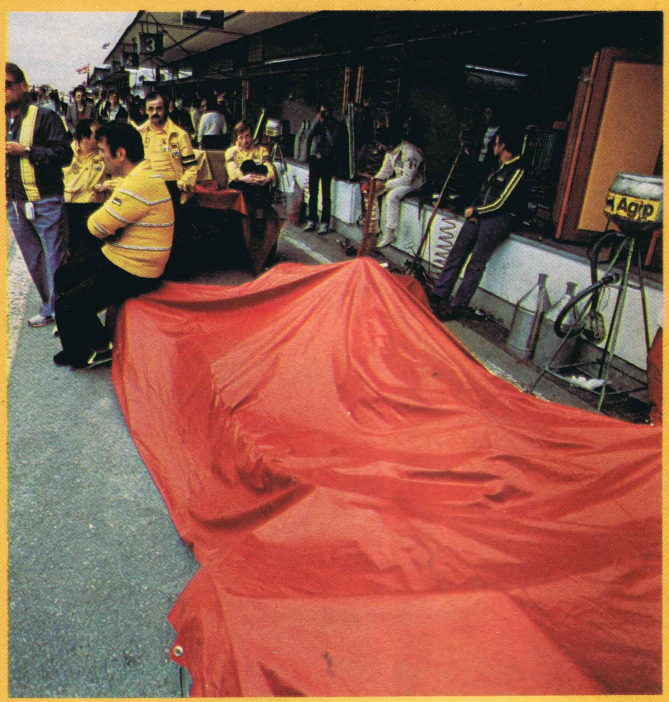


Arrows-Ford A3/03 :
Jochen Mass (D)
Arrows-Ford A3/01 :
Spare.
Technically speaking, there was nothing new on Tony Southgate's A3s. The extinguisher was still mounted on the left hand side of the car, as at Monaco. The new front suspension wasn't tried because it causes steering problems.
As in Belgium, Riccardo had brake problems during the race. To compensate for the lack of brakes, he instead used his gearbox to slow the car, but lost second and third gears. Jochen was untroubled in his drive to second place.

WARSTEINER ARROWS

Arrows-Ford A3/05 :
Riccardo Patrese (I)





FERRARI SPA

Ferrari 312 T5/046 :
Jody Scheckter (ZA)
Ferrari 312 T5/045 :
Gilles Villeneuve (CDN)
Ferrari 312 T5/043
The Ferraris' appearance on the track was brief : half an hour on Friday morning. Then they remained in the pits for reasons already explained. However, in terms of technical changes, it was clear that they were back in normal configuration, although the use of the shorter wheelbase was on the weekend's programme. Scheckter and Villeneuve weren't very optimistic on arrival in Spain. During testing, Jody's times hadn't been very competitive, and it was unlikely that the 312 T5s would have qualified on the front rows of the grid.

SKOL FITTIPALDI

Fittipaldi-Ford F7/01 :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F7/02 :
Keke Rosberg (SF)
Fittipaldi-Ford F7/03 :
Spare.
Emerson had luck on his side again in finishing in the points, although it was mainly thanks to the retirements of cars in front of him. Keke unfortunately crashed. The new car should be ready for Emerson for the French Grand Prix. Much studying has taken place in the quarter scale wind tunnels at Imperial College in London and in Southampton. The findings have then been computer processed.

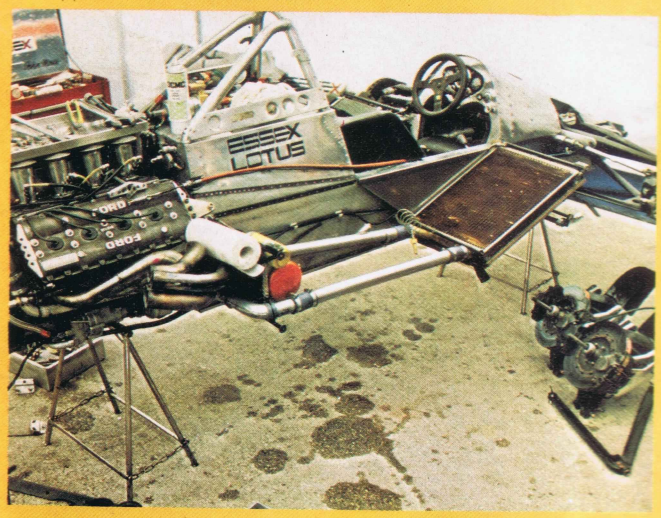
ATS WHEELS

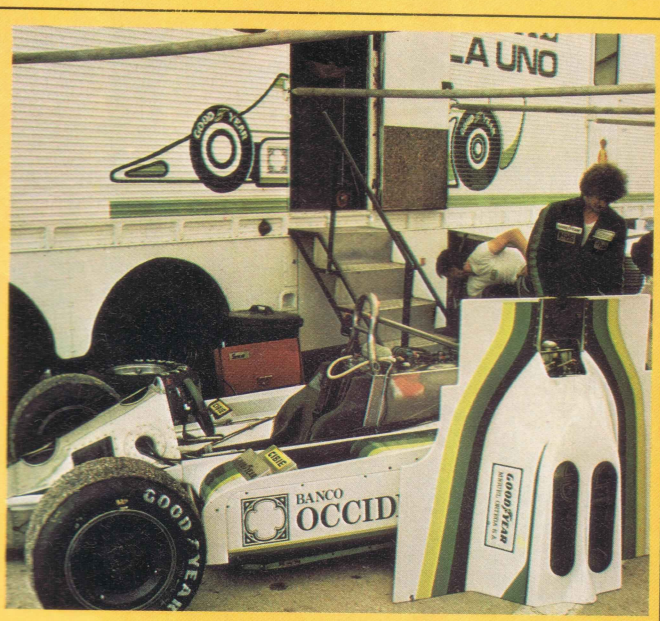
ATS-Ford D4/05 :
Jan Lammers (NL)
ATS-Ford D4/04 :
Spare.
Jan Lammers used the lighter D4/05 which was first seen at Monaco, although unraced. It was fitted with a narrow gearbox and bigger side pods in carbon fibre. Jan once again showed that the car is competitive, not only in practice but in the race as well. Unfortunately, such promise still hasn't been fulfilled.

ESSEX LOTUS

Lotus-Ford 81/2 :
Mario Andretti (USA)
Lotus-Ford 81/3 :
Elio De Angelis (I)
Lotus-Ford 81/1 :
Spare.

There were only three cars at Jarama, as the fourth was crashed by Mario Andretti during practice at Monaco. The team were quite hopeful in Spain because during testing the week previously, Mario had appeared to have solved a handling problem. Even so, the Lotus seemed to get slower and slower as practice went on. They appeared to handle better on a clean track, but were less happy when there was a lot of rubber on the track. Another problem was lack of reaction to change of direction which was perhaps caused by lack of chassis rigidity. There's also a change of staff in the team : Malcolm Jones has been replaced by ex-Hesketh engineer Nigel Stroud.





RAM RACING

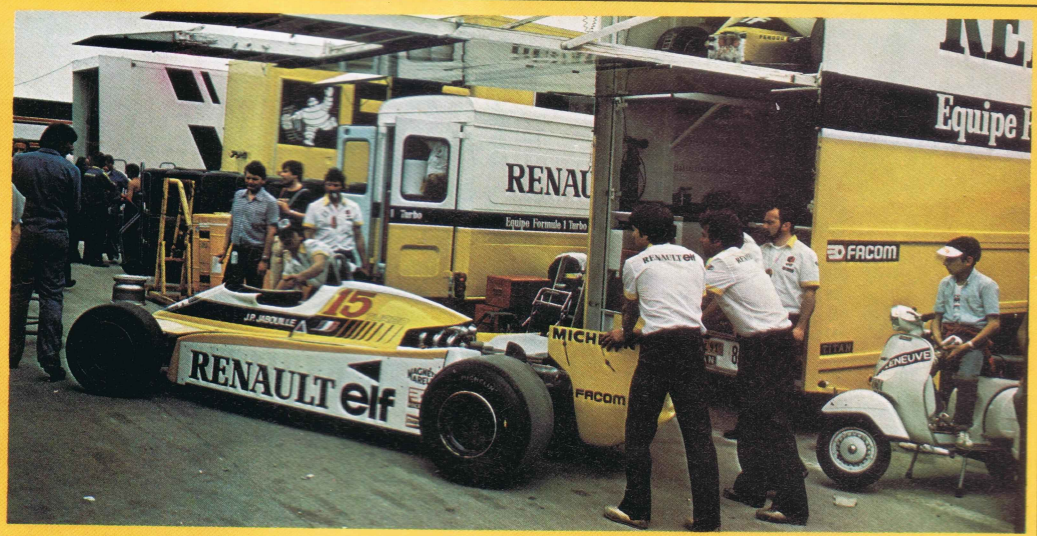
Williams-Ford FW 07/3 :
Emilio De Villota (E)
Williams-Ford FW 07/1 :
Spare.

One of Emilio De Villota's main problems, non-qualifying, disappeared once six cars had pulled out of the event. Consequently Emilio had no problems getting into the race and racing in his third home Grand Prix. It was also his car's first birthday. It made its debut at Jarama last year.
De Villota was certainly perfectly competent but had his fair share of problems. He crashed in practice and went off during the race, jamming his skirts in the up position. He pitted, restarted and unwittingly got involved in the Laffite-Reutemann accident.

RENAULT ELF

Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 24 :
René Arnoux (F)
Renault RE 22 :
Spare.

One of the most interesting points about a normal Spanish Grand Prix would have been to see whether the Renault team could be competitive on a medium speed circuit. They'd scarcely been at home on the last three circuits : Long Beach, Zolder and Monaco. Sadly the FISA versus FOCA battle eclipsed Renault's own struggle to score points in what might have been a crucial Grand Prix for them.



ALFA ROMEO AUTODELTA

Alfa Romeo 179/3 :
Patrick Depailler (F)
Alfa Romeo 179/4 :
Bruno Giacomelli (I)
Alfa Romeo 179/1 :
Vittorio Brambilla (I)
Alfa Romeo 179/5 :
Spare.

As in Belgium, there were four cars in the Alfa pit, but this time there were three drivers for Vittorio Brambilla should have been making his Grand Prix comeback. The spare car was still fitted with the new engine.